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## REV. DR. ROBBINS ON THE WESTERN RESERVE.

REV. THOMAS ROBBINS, D. D., was one of those able, learned and godly ministers of the Gospel, who form such a conspicuous feature of the old New England life. His diary,\* filling two octavo volumes of more than a thousand pages each, is one of those solid, dull, wearisome chronicles that, at first sight, cause the reader to cry out, "Why waste all this good composition, press-work and paper on printing some tens of thousands of entries, the vast majority of which have no human interest whatever?" Who, for example, is concerned to know that February 29, 1800, the ground was frozen very hard, or that on a certain day Dr. Robbins had his hair cut, having worn it "tyde about twelve years," or that he began a sermon on Gal. III. 24, at a certain time? But, as the reader notes that the work is printed for Dr. Robbins' nephew, and so is a work of family piety, his severity begins somewhat to

relax. Moreover, as he turns over the two thousand pages he begins to have a certain respect for a mind that, for fifty-eight years, had the patience to set down this infinitude of detail; and so comes to listen with resignation, if not with interest, to Dr. Tarbox, against whom he has also been very much inflamed for writing some thousands of annotations most of which are as dull and unimportant as the texts themselves, as he says in the introduction: "It would be in vain for us to attempt to point out all the uses for which such a work as Dr. Robbins has here left as may be employed;" illustrating the observation by reference to the meteorologist and the student of former political prejudices and of old customs and habits. And, finally, when the Western Reserve reader learns that Dr. Robbins spent nearly three years on the Reserve in the beginning of the century, as an active missionary, and sees that one hundred and seventy of his circumstantial pages are filled with his observations and doings in that time, he still more relents, and soon begins to cultivate a certain gratitude towards all those who have had anything

\* "Diary of Thomas Robbins, D. D., 1796-1854." Printed for his nephew. Owned by the Connecticut Historical Society. In two volumes. Edited and annotated by Increase N. Tarbox. Boston, 1886.

to do with the voluminous diary. The diary is, in fact, a contribution of value to the history of the Reserve; not containing anything new in kind, perhaps, but much that is new in quantity, set down with such careful detail that, we venture, interesting facts relating to well-known communities are here recorded, that can be found nowhere else. We propose to present some of the facts showing what was the state of morals and religion that Dr. Robbins found here in 1803-1806. First, however, we shall gratify the reader's curiosity by giving a fuller account of the Doctor himself.

Thomas Robbins was born of a good old ancestry in Norfolk, Connecticut, in 1777. He entered college at fifteen. He studied both at Yale and at Williams, and graduated from both those colleges in 1796. He was licensed to preach in 1798. He supplied various New England pulpits the three or four years following; taught an academy at Danbury, Connecticut, and made two long missionary tours on horseback; one among the new settlements of Vermont, and one among those of Western New York. In May, 1803, he was ordained as a missionary to the Western Reserve, in the service of the Connecticut Missionary Society. He returned to New England in 1806 so broken in health by his arduous service that a year and more elapsed before he could resume regular ministerial work. Beyond that point we need not follow him, except to say that the last years of his life he was the librarian of the Connecticut Historical Society. The diary

covers the long period extending from his graduation to his death.

Dr. Robbins, like nearly all his class, was a man of decided views and positive character. Religiously, he was a thorough believer in "strong doctrine." He habitually calls Episcopalians, Methodists, and other religionists, with whom he does not agree, "Sectaries." He shared to the full that keen interest in politics which was so characteristic of the old Congregational clergy, and which, no doubt, was a barrier to the progress of Congregationalism. He was a Federalist, of course. Such entries as those that follow, illustrate at once his character and the strength of political prejudice in the good old times, and also give piquancy to the monotonous dullness of the diary.

July 4, 1800: "In the morning we heard news of the death of Mr. Jefferson. It is to be hoped that it is true." September 25: "In weeks past I have written seven numbers to show that Mr. Jefferson will never be President of the United States, which have been published." February 23, 1801: "Was informed that Mr. Jefferson is chosen President of the United States. I think it is clearly a great frown of Providence." June 3, 1803: "The states of New York and Rhode Island seem to be effectually given over to Democracy. We hope the God of our fathers will yet protect us." November 9, 1803: "The treaty is published and ratified by which Louisiana is ceded to this country. I believe it to be unconstitutional." January 16, 1815: "We

hear of an invasion at New Orleans. I hope that the British will take it." Naturally, he considers the Treaty of Ghent "a most merciful interposition of Heaven in our behalf."

On August 28, 1803, Dr. Robbins, with much shrinking, started on his long journey to New Connecticut. He was twenty-six years old. He was equipped with a horse and saddle, with \$141.67 in money, and the necessary wearing apparel. As he crossed the state line he prayed: "Almighty Father, do Thou go with me and be my Helper." He travelled by the Pennsylvania route, which was then generally preferred to the one through New York, and was three months on the road, much of which time he spent in religious work under the direction of the missionary society that had sent him out. His notes of travel have a good deal of interest. In Westmoreland and Washington counties, Pennsylvania, he found great interest in religion, and there first met those extraordinary physical phenomena that have so often attended religious excitement in new and rustic communities. When he saw people "struck down" and "falling" by scores in the public congregation, he marvelled and wrote in his diary: "A most extraordinary sight, such as I never saw or conceived." Afterwards the same manifestations attended his ministry in Ohio, though in a diminished degree. Father Badger, of whom more soon, had a similar experience. Robbins often mentions "fallings and violent exercises" after he

reached the Reserve. "The bodily affection," he says, "is constant twitchings and frequent fallings without cessation, and without noise." The common theory was that these demonstrations were the work of divine grace, but some doubted. Robbins himself doubted for a time, but finally dismissed his scruples, as did Badger, and undertook publicly to convince the gainsayers. It is worthy to remark that the irreligious were not the only ones thus visited, for Robbins frequently remarks that he was himself strangely affected.

The young missionary finally reached Poland, the first halting place for so many who came to the Reserve in those days, November 29, and thanked the Merciful Providence that had guided and guarded him on his long hard way. He immediately entered into the rough, hearty life of the pioneers, and was with them at all seasons until he left the state. We shall now follow his footsteps more closely.

Dr. Robbins preached his first sermon at Poland. He soon visited Canfield, where he found sixty families and where he made his headquarters for much of the time that he remained in Ohio. He soon met with Father Badger, who had been sent out as a missionary by the Connecticut society in 1801. Badger had pitched his tent at Austinburg. The whole Reserve was a single county at the time. There does not appear to have been any fixed line of demarkation between the two mission fields: Badger came South and Robbins went North, but

in general, the one labored in the northern, the other in the southern parts of the county.

The zealous evangelist reports great need of missionary labor at Canfield. The people are mostly from Connecticut and "appear pretty stupid" in religious matters, but "little disposed to attend lectures." "Many people held bad principles in religion, and some were much inclined to infidelity." He visited and catechized a school of seventeen children that he found "in a pretty good way." He seems never to have missed a good opportunity of visiting a school, and his notes show that the use of the Assembly's catechism in schools was common. He soon fell to work to organize a church at Canfield. Then he started out evangelizing, and was cheered to find gracious revivals of religion in progress in many communities.

At Warren there was already a Baptist church, but the people generally appeared careless about serious things. There was also a poorly regulated school. He improved the opportunity at Warren to observe: "The conduct of Congress in most things quite contemptible." At Smithfield (a name lost from the map), where a church had been organized the fall before, there was in January, 1804, a powerful work of grace in progress. Still many doubted and hesitated about important doctrines. At Austinburgh there was also a great awakening. Here, in February, 1804, he, Badger and others composed a confession of faith and

covenant, and articles of practice for the churches of the county.

In the course of this winter he visited a large number of towns. In Harpersfield some of the people were much awakened on religion; others were "very stupid." In Morgan the religious interest had fallen off. In Hubbard he found sixty families and a number of Methodists. At Coitsville he found Rev. Mr. Weeks, a Presbyterian clergyman, and the first regular minister of religion on the Reserve. After some months of travel and intercourse, he reports that the serious among the Pennsylvanians "pay less regard to the Sabbath as holy time than is done in New England," adding what more surprises us, "The greater part of the New England people in the country are pretty loose characters."

On March 19 we find Robbins assisting in writing a notification of the incorporation of trustees for a college, which was sent to Connecticut for publication. He makes frequent mention of this "College." It was finally located, after no small competition, at Burton, and was, of course, the well-known Lake Erie Seminary that was for some years a Pharos of learning in the woods of Northern Ohio. Hartford, in particular, appears to have been much disappointed at the location of this school.

Coming back to Poland he finds the people "pretty stupid in regard to the excellency and spirit of religion." This spring he visited a well-regulated and well-instructed school, particularly



in the catechism, in Warren. He underwent much anxiety on account of the Methodists. July 1 he reports the serious part of the people of Canfield apprehensive of these inroads. Two days later he found a Methodist church, with a preacher at Deerfield, and feared lest the preacher turn out a dangerous character. Later, at Vienna and Ravenna he encountered "Methodists who were seeking to gain an influence," and expresses the opinion, evidently born of the wish, that they will not succeed.

At Hudson he found a church, organized in 1802. He wrote up the church records, and catechised the children in the school. On a subsequent visit to Hudson he testifies that the serious people are dull and worldly. From Hudson he went on to Cleveland, the situation of which he much admired, but found the people loose in principles and conduct; "few of them had heard a sermon or a hymn in eighteen months." At a later date he reports that the people of Cleveland and Euclid have united for Sunday services.

On September 14 the people of Canfield were very attentive to a sermon on original sin. November 4, he says Smithfield and Hartford together are now the largest New England settlement in the county. The people of Smithfield are in accord with those doctrines that exalt God and humble the creature. He reports that the Pennsylvanians were not generally used to having prayer at funerals. This

month he first visited Burton, apparently hitherto unvisited by any missionary. Here he found the frame of a large academy standing, the same afterwards known as the Literary Institute. On the 25th he wrote: "was invited to an entertainment with a number of people, it being Christmas," adding: "The people, however, are not Episcopalians." He reports but two or three professors of religion in the place. Afterwards he was urged to settle in Burton as minister of the church and head of the academy, but he declined.

Dr. Robbins closed a year of very hard labor, during which he had suffered much from sickness, had seen the face of no relative, and had had no home, with a devout thanksgiving for the Divine protection.

Not different from the above are the religious items of the diary until the end. He finds few serious persons in Middlefield, while in Mesopotamia the people are some "stupid," and some "much inclined to infidelity." The settlers of Windsor are very thoughtless. He preached the first sermons ever heard in many of the towns that he visited. At Mentor the people were much inclined to infidelity and immorality, some of whom he censured for trading on the Sabbath. Here he had a particular conversation with a "stupid, cross infidel." At Painesville he visited a well-regulated and instructed school. At Harpersfield he found much opposition to Mr. Badger. April 22 he pronounced the Canfield school the best in the country.

Religious matters now began to assume the form of more consistency. The people begin to raise money to build meeting-houses and pay for preaching. There is an inquiry for pastors, and monthly conferences are held in various places. At Youngstown, May 8, 1805, he preached his first sermon in a regular house of worship. At Harpersfield, October 18, Robbins, Badger, Rev. David Bacon and others, formed a conference of four churches—the first ecclesiastical organization other than a church ever formed in Northeastern Ohio. Still the word “stupid,” by which he means indifference to religion, becomes more common as we go on. Most of the “serious” Hubbard people are Methodists and Baptists. Some people at “Chagreen” (Willoughby) set afloat a false and wicked story about him. Mr. Jones, the Baptist minister at Warren, “entertained erroneous sentiments,” and Robbins fears the Warren people are more slack than they were before Mr. Jones came among them. November 4 he had interviews with the principal citizens; they were not only pretty destitute of religion, but hostile to him and to religion; hostility to him they had shown by circulating a false story to the effect that he had interfered in the late election. At Kinsman he heard an ignorant Methodist preach.

In the winter of 1805–1806 Dr. Robbins made two visits to Marietta. He preached at Marietta and at Belpre, and in the end was invited to take the principalship of an academy at the former

place, and a pastorate at the latter, both of which he declined. Returning to Canfield, he reports the people stupid, and expresses the fear that the Reserve settlements will be greatly injured by the influx of Pennsylvanians.

Dr. Robbins had now been from home nearly three years; he was broken in health; he had served the society and the young communities of the Reserve with great zeal and faithfulness; and he resolved to return home. Leaving Ohio May 21, 1806, he reached Norfolk July 4, and immediately pronounced it “a very stupid time” in Connecticut.

Many other items similar in tenor to the foregoing could be extracted from Dr. Robbins' diary. These, however, are both enough and sufficient. They have not been brought together because of their value as items of knowledge, but because they throw a strange light upon the religious, moral and social character of the Reserve in the first period of its history. They show conclusively that the first settlers were not generally godly men, such as founded Plymouth, Massachusetts, and Connecticut, or even Marietta and Granville, Ohio. When Dr. Robbins calls the people “dull” and “stupid,” he may mean no more than that they are less zealous in religion than he, an ardent evangelist, thinks they should be; but when he says, “The greater part of the New England people in the country are pretty loose characters,” we cannot dispose of the testimony in that way. The men who have created

the traditional view of the early history of the Reserve, have either been ignorant of the following facts, or they have accorded to them little weight :

First, the Reserve was opened to settlement at a time when religion in New England was at a low ebb. Secondly, Old Connecticut did not at first send, as a rule, what she considered her best elements to New Connecticut. At a later day, the character of the emigration improved in respect to religion and morals; but the first emigration was largely made up of men who desired to throw off the heavy trammels of an old and strongly conservative community, where church and state were closely connected, and where society was dominated by political and religious castes. Still further, the East was at this time swept by an epidemic of land speculation; while the laxative moral influence of a removal from an old and well-ordered society to the woods produced its usual effects.

Robbins' diary is sustained by the memoirs of Father Badger,\* who came to the Reserve as a missionary before Robbins came, and also remained after he had returned to New England. At Hudson, July 4, 1801, Badger heard Benjamin Tappan, afterwards a United States Senator, deliver an oration which was "interlarded with many grossly, illiberal remarks against Christians and Christianity." At Painesville, he reports that "not one seemed to have the

least regard for the Sabbath;" at Willoughby, Mr. Abbot, the principal man, "did not thank the missionary society for sending missionaries out here;" and at Newburg "infidelity and profaning the Sabbath" were general, and the people "bid fair to grow into a hardened, corrupt society." He found his audience as "unfeeling" and "stupid" as the woods in which they lived. In Middlebrook, under the rule that all who contributed to ministerial support might vote, two men, he says, were chosen elders of the church "who belonged to no Christian communion, and were not very rigidly moral."

This view is sustained by the early records of church organization and building. Settlers began to establish themselves in a number of towns in 1797. But the first church, that of Austinburgh, was not formed until October, 1801. White men have been continuously on the site of Cleveland since 1796. Trinity parish, the first church organization, was formed in 1816, and the first meeting-house was opened in 1829, thirty-three years after the arrival of Moses Cleaveland.

Badger preached in Newburg in 1802, and Robbins soon after; but no church was organized in that village, which, for a time, was more important than Cleveland, until 1832, and the first church building was not erected until 1841-42. The population of Cleveland was for many years small, but it was large enough for the town to be a hot-bed of infidelity and irreligion.

The foregoing facts are presented

\* A Memoir of Rev. Joseph Badger. Hudson, 1851.

purely in the interest of historic truth. They show most conclusively that it is idle to seek for Pilgrim or

Puritan communities in the early settlement of the Western Reserve.

B. A. HINSDALE.

## THE REPUBLICAN NOMINATING CONVENTIONS OF 1856 AND 1860.

### II.

PENNSYLVANIA was then an "October state." That is, it elected its state officers in October, and it was always sure to follow, in November, the path it pursued in October. All the elements of opposition to Buchanan united on a state ticket for the October election and arranged for an electoral ticket to be voted for in November, to divide the vote between Fillmore and Fremont. If this plan had succeeded in October (and it was beaten by only 3,500 votes), it would have won in November, giving about half the electoral vote of the state to Fremont; but the pro-slavery Fillmore men who had discounted the possibility of that event by making an arrangement to withdraw Fillmore from the canvass of the "People's Party," carried the state in October. The chairman of the Fillmore state committee has since assured me that the party had arranged expresses to carry the news as speedily as possible throughout the South withdrawing Fillmore as a candidate for President as soon as it became known that the People's party state ticket had been elected. The active Fillmore men took good care to prevent such a possibility by voting for and electing the Demo-

cratic state ticket; hence this action was not necessary, but it would have been carried out if needed, and this would have frustrated completely any attempt to carry the state for Fremont. So that, under the circumstances, it was next to impossible, if not an actual impossibility, to elect Fremont. Would it have been better with McLean? I think not.

A triumph in 1856 under any candidate would, I am free to think, have been a premature one. A great deal had been done, enough, almost anyone would think, to rouse up the American people to resistance to the "slave-power;" but it needed the events of the Administration of Buchanan to consolidate public sentiment, and bring it into healthy, safe and sure action. Those four years were years of wondrous suffering to many, and of many trials to those who are slow, as well as to those who are quick of faith; but they were necessary to solidify public feeling, and to mature a line of policy to be pursued when the power to follow it came. Consequently when the time came around for another convention, the party born amid doubts and fears, with no specific policy outlined at first,



beyond opposition to slavery expression; and which stumbled along blindly in its first campaign, was now purified by four years of trial, had cast off its doubts and fears, and stood ready for another trial under a leader well-known and in whom all had confidence, to undertake a final trial for supremacy. It came ready armed and equipped for the next fight.

And with this changed feeling came also a struggle for the chief place. Unlike the Convention of 1856, there was a superabundance of candidates. Every state almost had one; but the man who, to a mere looker-on, seemed the chosen favorite, was Wm. H. Seward, of New York. Pennsylvania presented Simon Cameron; Illinois, Abraham Lincoln; Ohio, Salmon P. Chase, and Missouri, Edward Bates; but no one of these had much strength beyond his own state except Seward. He appeared to have friends everywhere and his prominence was so great that it seemed as if his nomination was almost sure; but appearances are generally deceptive.

The struggle to get into this Convention was much more brisk than was apparent in 1856. Generally, the choice was made in State Conventions; but there was a much better parade of statesmen and of public men of mark than at the previous convention. New York sent Wm. M. Evarts, and men of his class; Pennsylvania sent Wm. D. Kelly; Ohio, D. K. Cartter; Indiana, Henry S. Lane and Caleb B. Smith; Illinois, David Davis; Wiscon-

sin, Carl Schurz; while Michigan, New Jersey, Iowa, Kansas, Minnesota, Massachusetts, Vermont, Connecticut, New Hampshire, and Rhode Island sent their very best men as delegates. It was a splendid gathering of representative men; and not only had the prominent men pressed forward but the masses. The people were there. A hall with the capacity of 2,000 had been sufficient to hold the national convention of 1856; it took one with a capacity of 10,000 to hold that of 1860, and even that was not large enough. Where the outsiders all came from it would be hard to say; but New York had a large crowd there—a *claque*, in fact, large enough, it was thought, to clamor Seward's nomination through; Michigan was largely represented, and Wisconsin, and so also were Indiana, Illinois, and Iowa, to say nothing of Missouri; but the largest part of the crowd was from Illinois, anxious to help "old Abe," but not exactly knowing how to do it. The struggle to get into the hall of this Convention was great, and although I was there as the representative of a leading newspaper, I had hard work to get admission to the platform. Once there I got a good place, and was seated close to Henry S. Lane and other active Indiana and Illinois politicians.

The president of the Convention was George Ashmun, of Massachusetts, who was, I think, a Seward man, but who was chosen for his excellent abilities as a presiding officer, and the choice fell upon the right man. Scattered

over the platform were the men chosen to present the several candidates' claims to the Convention, and never, to my knowledge, was work so well looked to and so well apportioned. And here I may as well recount what was to me the chief incident of the Convention and the one that decided, as I thought at the time, the choice of Abraham Lincoln as the nominee for President. For, although the drift of everything seemed to point to the choice of Seward, yet my sympathies being against him and in favor of any one able to beat him, I was keenly alive to everything that served to indicate a different result.

New York, as I have intimated, had a strong outside crowd along to "boom" Seward, and besides these there were the Michigan men, nearly all for Seward, and the outsiders from other states who preferred Seward to any one. So there was plenty of material for a *claque*, and it found an organizer in a prominent bruiser from New York city, who was unlike his class generally in his political preferences. This man was entrusted with the work of organizing a Seward *claque*. And he did it well. He placed his men in groups all over the hall, up stairs and down stairs, and in every position where sound would count, with instructions to watch closely for the moment when Evarts should announce the name of Seward as a candidate, and then to "make Rome howl" with enthusiastic applause in response. It was calculated that this would strike conviction into the minds of the Convention that Seward

was a man of the people, and this sudden outbreak an evidence that he was the popular choice. The plan was well laid; but it was, as it proved, an instance of reckoning without your host. Whoever conceived it had ignored the fact that the streets of Chicago were full of people ready and willing to shout themselves hoarse for Lincoln, and when the Seward men went into the Convention and looked at the assembled crowd, dotted over with groups of Seward *claquers*, it never occurred to them that the other portions of the crowd were there to howl the Seward men down, if need be.

Who, of Lincoln's Illinois friends it was who took the hint and worked upon it, I have never fully learned, but always believed it to be Judge David Davis. Certain it is that some one did it, and did it very quietly but effectively—so quietly that no one of the Seward crowd had any suspicion of it. The immense mass of Lincoln men present from Illinois, Indiana and Iowa were easily found and easily organized; and they being three to one to the Seward men it was easy to make the volume of sound big enough to drown the noise of the New York *claque*. These western admirers of Lincoln filled the house from one end to the other. They remained perfectly quiet until their time came, and then—But do not let me anticipate.

The convention gathered in surprising good humor. Friend shook hands with friend, and a broad smile of assured victory spread over every face. The Convention got through with its

organization, appointment of committees, etc., and at last settled down to work. The presentation of names had begun, and in due course, William M. Evarts arose and gravely presented the name of William H. Seward. Instantly the hall was filled with a deafening shout of applause, stamping of feet, clapping of hands and a general breaking loose of noise as if the whole Convention was wild with enthusiasm for Seward. For the applause and noise came from all parts of the house, and was so instantaneous in breaking out as to suggest it being completely spontaneous. Doubtless the New York buffer congratulated himself that *that* was a settler. No other demonstration could approach it.

Then Evarts went on to finish his truly eloquent speech. As an oratorical effort it was unapproachable, and to all who heard it, delightful. Someone else followed in presenting some other candidate, and then an Illinois man arose and presented the name of Abraham Lincoln, of Illinois. What was that, an earthquake? For instantly the Convention was overwhelmed with a racket to which the Seward demonstration was but as the noise of the juvenile tin trumpet. From all parts of the house came not only one voluminous burst of applause, but one after another in quick succession, until the whole convention seemed not only carried away by it, but to be taking part in it. Henry S. Lane beside me, was beating his huge cane on the table with increasing vigor, and as if his sal-

vation depended on it; all the Lincoln men on the platform were likewise engaged; as one cheer would seem to be dying away another would arise, until finally everyone quit from sheer exhaustion only. Such an outbreak of noise I have never heard, before or since; and, as a vindication of what the people at home thought of Abraham Lincoln, it was sufficient to give everyone pause, and to concentrate opposition to Seward from that moment forward upon the man from Illinois. As a specimen of political tact, the Seward *claque* was unique and very creditable under the circumstances, but it was chiefly remarkable for the much better demonstration to which it unwittingly gave rise.

In the balloting that followed Lincoln was the only one of the big "field" who steadily gained from the start. On the first ballot he had but little support outside of Illinois, Indiana and Iowa. The first ballot stood:

Seward.....	173½
Lincoln.....	102
Scattering.....	189½

The scattering votes were divided among McLean, Chase, Bates, Cameron, Collamer and Dayton; but after the first ballot, each one of these lost except Bates. On the second ballot the vote was:

Seward.....	184½
Lincoln.....	181
Scattering.....	99½

On the third ballot, the vote, before it was announced was:

Lincoln.....	231½
Seward.....	180
Scattering.....	53½

There being 465 votes cast, 233 were necessary to a choice; hence Lincoln lacked only  $1\frac{1}{2}$  votes, and as the votes had not been announced, it was open to anyone to change his vote. At this juncture, Cartter, of Ohio, rose and changed four votes from Chase to Lincoln, thus ending the contest in Lincoln's favor.

The feeling for Seward was genuine and was based on admiration for a man who had always stood firm in the Senate on the side of Freedom, and always had a strong, sound word to say for the right. Yet while deserving and receiving this meed of admiration for his services as a statesman, there was a feeling with very many that he was not the man for the occasion—that there was something lacking in his make-up as a leader. (Horace Greeley was one of these, and being unable to get into the Convention from New York, appeared as a delegate from Oregon). He had as much talent, perhaps, as Lincoln, but the latter was a man of the people, who had risen from a lowly origin, had made a place for himself among public men, and seemed to have not only a full comprehension of the slavery question, but to be thoroughly in sympathy with the people on it. To quote the illustration in my last, he "believed in it," thoroughly and heartily. His was not merely the conviction of the scholarly man, but the profound judgment of a heart that beat in complete unison with the enlightened conscience of the nation. People felt not merely admiration for, but un-

bounded confidence, in him, and this it was that led them, by a wise discrimination, in a critical time, to choose him as a candidate for the chief place in the nation. To vary a common simile, it was not that they loved Seward less but that they loved Lincoln more, that made them prefer one to the other. The choice of one did not imply any lack of trust in the other.

And so, with the nomination of Hamlin for Vice-President, terminated the second national nominating Convention; and with the success of its nominations, the work of the National Convention of Feb. 22, 1856, was put fairly in the way of being consummated.

I did not follow the crowd from Chicago to Springfield, but later on, in company with Judge Casey, of Pennsylvania, now dead, I paid him a visit, and it was the only occasion I had of seeing him without restraint or hindrance; and as I can add nothing that will illustrate his public character I will conclude by a reminiscence of two anecdotes told by him. For while he never, as far as I could see, volunteered a story, they seemed to come to him naturally, as illustrations. Judge Casey was telling him some Pennsylvania hunting story, and that reminded Lincoln of one of the same kind. In the old days, when preaching was confined to school houses and men went to church with their guns in their hands and hounds at their heels, a preacher was one Sunday preaching away in good earnest about the vanity of earthy things, when, in the midst of his



eloquence, the hounds gave a howl to show that they had scented a deer. Instantly every hunter jumped for his rifle, and in a few moments the school house was empty and the men scattered over the hills after the hounds. Only one old man was left behind, and he was too much of a cripple to follow the rest. The old man was standing in the door, looking at the chase, when the preacher came up behind him and in a disgusted tone exclaimed, "Vanity of vanities! all is vanity!" "Naw!" said the old man, "by gemini, dey'll catch him yet!" There was no vanity, to him, in being sure of catching a deer.

The other anecdote was in answer to a remark of my own, to the effect that, in his new sphere of President, he would be too seriously occupied to tell anecdotes, as he was doing now. It reminded him, he said, of a member of the bar in that country, who used to tell vulgar and profane stories, and clinch every statement with an oath.

He told his stories with so much zest as always to provoke extreme uproariousness. Finally, this story teller became converted and joined the church. Presently, when he began his legal rounds over the circuit, he would relapse into his old story telling, leaving out the profanity and obscenity. Thus emasculated, his stories fell flat. He told one; nobody laughed. Another, and then no jollity. Still another and another, but at the end of each every one was quiet and unmoved. "What is the matter with my stories?" he exclaimed. "Were they all so flat that people laughed only at the interlarded profanity?" "And that," Lincoln added, "will be my fate. I will have to make my stories so severely decorous that no one will laugh at them." But he didn't. He remained a story teller to the last; and his stories were not only decorous, but always as funny as they were free from dirt.

RUSSELL ERRETT.

## REMINISCENCES OF THE THIRTY-SIXTH AND THIRTY-SEVENTH CONGRESSES.

BY JOHN HUTCHINS, OF THE THEN TWENTIETH OHIO DISTRICT.

### III.

At the conclusion of Mr. Nelson's speech, Mr. Roger A. Pryor, a Democrat from Virginia, took the floor in reply. His speech was able but of the ultra Southern type, sustaining mainly the views of the Southern representatives who had spoken. After replying to Mr. Nelson he paid his respects to

Helper's book and the refusal of the Republicans, especially Mr. Sherman, to answer disproving the publication or approving it. There were sharp colloquies between Mr. Pryor and Mr. Nelson, and here is a fair specimen. Mr. Nelson had stated that he was not ashamed to own that he was a slave-

holder. To this Mr. Pryor replied: "And really, when I observe the men who surround him and acclaim him, I believe it was a hazardous declaration; hazardous inasmuch as by that declaration he is likely to forfeit the respect of those to whose confidence he has especially recommended himself."

Mr. Nelson: "I have no apprehension of any kind."

Mr. Pryor: "Undoubtedly the gentleman has no apprehension—none whatever. But I am not to be deterred from a free and fearless declaration of my sentiments touching that gentleman by anything he can say, much less by anything he dare do." (Commotion and hisses from Republican benches.)

Mr. Pryor then continued his speech. Here are brief extracts therefrom: "The whole drift, tenor and intent of the gentleman's argument, I affirm, was to put the representatives of the South who participate in this contest, in a position they will not be sustained by the country; and that is the issue to which I shall hold him. And I intend to show that the position in which the representatives of the South—I speak by way of distinction—which the Democracy have assumed in this discussion, is a position in which they will be sustained, not only by their own constituency, but by fair-minded men of all parties and all sections in the country; and in which they will be sustained in the most triumphant manner by the irrevocable award of history."

"Allow me here to protest most emphatically that I am no disunionist.

Allow me to protest that I am as warm an admirer of the Union, in the spirit of the Constitution, as the gentleman from Tennessee. I do not yield even to him in the ardor of my attachment to the confederacy, but I do say that my patriotism is of a different character and different policy. Sir, by a sort of perverse idolatry he worships our mountains and hills, our valleys, our rivers and lakes; he worships, in other words, the visible, senseless symbol. I worship the spirit of the Constitution. (Applause in the galleries and on the Democratic benches.) But when that spirit has departed, when the divinity has been dethroned from the altar, I no longer pay my homage there. I did not, in his grand rhetorical climax of declamation, hear him say once or intimate even, that he regarded the Constitution. He loved the Union very much, but I did not hear him at any time declare that he had any reverence for the Constitution."

Mr. Pryor then stated that he was a lover only of the spirit of the Constitution. "Yet when the spirit of the Constitution has been exorcised and outraged, then there is no longer in it that equity and justice which our fathers intended to breathe into it, wherewith to animate the inert mass; then I am a disunionist. Yes, sir, this 'Glorious Union,' much as I revere it with all its venerable associations, I would rather see rent and torn like the fabled body of Osiris, beyond the possibility of repair or reorganization, than bow my neck to the brute will of

a majority, unlimited and unregulated by the spirit of the Constitution." (Great applause on the Democratic benches and in the galleries.)

"The representatives of the South, themselves never being intimidated by threats, will not assume that other persons are to be controlled in their course by apprehension. No, sir, the occasion is too momentous. In truth, I rather agreed with the gentleman from Pennsylvania (Mr. Stevens) yesterday, when, in a tone of irony, he taunted us with having over and over again indulged in menaces of disunion. So we have. We have threatened and resolved, and resolved and threatened, and backed out from our threats and recanted our resolutions, until, so help me God, I will never utter another threat or another resolution, but as the stroke follows the lightning's flash, so with me, acts shall be coincident and commensurate with words."

Mr. Pryor fiercely arraigned the Republican party and Mr. Sherman, as its representative in the House, and spoke at great length; and in the light of events which have since transpired the whole speech is interesting reading, showing to what extent the convictions of men will sometimes carry them in periods of great excitement.

There was a spicy debate between Mr. Pryor and Mr. Nelson, in which Mr. Nelson said: "I merely wish to say, in courtesy to the gentleman from Virginia, that I intended no disrespect to him in the observation I made that I saw no logical sequence in his re-

marks. The gentleman has won a reputation as one of the ablest editors in the South, of his party, and I do not by any means wish to discredit his intelligence, though owing to the unfortunate sentiments he has advocated, I do not wonder that he did not come up to the reputation I have heard of him."

A second ballot for Speaker was had at about 5 P. M., with no election.

On December 8, an effort was made by Mr. Israel Washburn, Jr., Mr. Grow, and others, to stop debate, but it failed. Mr. Reuben Davis, of Mississippi, made a speech, violent in manner, against the Republican party, and its leading men, charging that Senator Seward had used treasonable language in the Senate about two years before, and then referred to Mr. Washburn as follows:

"I believe the gentleman from Maine—that smallest one of the Washburn family\*—(general laughter) used about the same language last winter."

This was one quotation made by Mr. Davis from Mr. Seward's speech:

"Free labor has at last apprehended its rights, its interests, its powers and its destiny; and is organizing itself to assume the government of the Republic in the territories or out of them, wherever you may go to extend slavery. It has driven you back in California

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\*There were three Washburn brothers in the Thirty-Sixth Congress, members of the House—Israel Washburn, Jr., of Maine; Elihu B. Washburn, of Illinois, and Cadwalader C. Washburn, of Wisconsin. Israel, Jr., was quite small in stature.

and Kansas; it will invade you soon in Delaware, Maryland, Virginia, Missouri and Texas. That invasion will be not merely harmless but beneficial, if you yield reasonably to its just and moderate demands." Senator Seward was here stating the demands of free labor and the general advance of the anti-slavery sentiments, and its influence upon slavery everywhere. Mr. Davis, however, did not so construe his (Mr. Seward's) remarks, and then said: "That is exactly what John Brown said, in that if we would allow him to take our niggers off without making any fuss about it he would not kill anybody." Mr. Davis also said "that Virginia had hung the traitor John Brown and may, if she can get a chance, hang the traitor Seward." (Laughter.) "We have repeatedly refused to yield, and you have sought to force us to yield by violence; and Virginia has met it with violence and has hung the man; and Virginia has had twenty-five hundred men under arms and has defied all your efforts to rescue him." We will give one more extract from this extraordinary speech. "Do not call us disunionists at all; that is not our policy. I know what you are after; you are a money loving people. (Laughter.) You think we will go off and leave you in possession of this fine house. (Loud laughter.) We do not mean to do it. You think you will get the money in the Treasury now. You think you will get the Navy and the Army with arms in their hands. You are mistaken. We are going to bring

that Navy to put down this rebellion against the Government. We are going to bring that Army to put it down. That is what we mean to do; and we will hang the last one of you." (Roars of laughter.)

At the conclusion of Mr. Davis' speech, Mr. Edward Joy Morris, of Pennsylvania, obtained the floor and made a conservative speech. Referring to the Kansas trouble, he paid the following compliment to Mr. Sherman: "Where stood my honorable friend from Ohio? With his back firmly set against the whole power of this wicked Administration, standing up nobly for the rights of the people against the Government, and in favor of law and order. There he stood, and for his gallant conduct on that occasion and in that struggle he shall have my vote as long as there is a possibility of electing him Speaker of the House." (Applause from the Republican benches.)

Mr. Morris claimed that the whole North had been charged "with acts of conspiracy and treason against the people of the Southern States," and said: "I am no apologist for the North. The North asks no apology. It is not in an apologetic mood; it has nothing to apologise for. It is loyal to the Constitution; it is loyal to the Union."

Mr. Sydenham Moore, of Alabama, obtained the floor and approved generally of the sentiments expressed by the representatives from the South in the speeches made the day before. His



speech was a defiant one. A few extracts from it will show its spirit and tenor. Speaking of the Union and the sacrifices which he was willing to make on account of it, he said: "But if any sacrifices are to be made of the least Constitutional rights of the South, I for one am not prepared to make any, let the consequences be disunion or what they will. Though I am not a disunionist, yet if cherishing that sentiment caused me to be regarded as a disunionist, let it be so. I take the responsibility at home and elsewhere, and here I say that I do not concur with the declarations made yesterday by the gentleman from Tennessee, that the election of a black Republican to the Presidency was not a cause for the dissolution of the Union. Whenever a President is elected by a fanatical majority at the North, those whom I represent, as I believe, and the gallant state which I in part represent, are ready, let the consequences be what they may, to fall back on our reserved rights and say: To this Union we have no longer any lot or part in it! If this Union is to come to an end, if we are forced in defence of our Constitutional rights to secede from the Union, it will be for the North to determine whether it shall be peaceful secession or not. As to being forced to submit, as to being whipped into submission as some of the braggarts of the North have threatened, we have no fears. When this union was formed it was regarded as an experiment. Patrick Henry, with his matchless eloquence, and many others

of the purest and best patriots of the land, men who had devoted themselves to the cause of the Revolution, opposed the ratification of the Constitution. They believed then and some of them predicted—one I remember was Benjamin Harrison, of Virginia—that if the Union was formed, the Southern states would sink down to mere appendages of the North."

At the conclusion of this exciting speech Mr. Thomas Corwin, of Ohio, obtained the floor. He with others was getting tired of hearing threats of a dissolution of the Union if the North did not "toe the mark" better in accordance with the views of the Democratic party as then organized, particularly the Southern part of it, and that portion of the North who were in sympathy with the South. And on his own judgment he concluded to reply to those threats without going into a particular discussion of the slavery question. Mr. Corwin was one of Ohio's most distinguished men, who had occupied high and important positions in his own state and in the Government at Washington, and he was a very eloquent man and was well known throughout the Union. He was without doubt one of the most entertaining and interesting stumpers in the nation. Other Ohio men were as able if not more able than he, but few, if any, of Ohio's distinguished men had all those marked characteristics which made him a power as a popular orator whom everybody delighted to hear. The expressions of his face when speaking were such that

his audience could detect before they were uttered the flashes of wit and bolts of sarcasm struggling within for escape, and the adversary at whom they were aimed was sure to feel their force and power. He was withal a conservative man and not as pronounced in his anti-slavery views as perhaps a majority of the Republicans who then had seats in Congress. His speech was attentively and respectfully listened to by all parties and was temperate in tone, and although all his utterances were not concurred in by some Republicans, his wit, eloquence and good nature in its delivery had a good influence upon the excited and angry members from the South, and it brought out the sentiments of some Democrats from the North who were then in party sympathy with the Democrats of the South, and it did "pour oil upon the troubled waters," which Helper's little book had disturbed. In view of the great events which have taken place in the nation since this exciting historic contest for the election of Speaker occurred, extracts from speeches made during that contest cannot fail to be interesting reading to those who are anxious to ascertain and understand the true cause of the war of the rebellion. All the extracts made are taken from the *Congressional Globe*, containing the official proceedings of Congress.

Mr. Corwin said: "Mr. Clerk, I feel some embarrassment in rising to address this House, although it is not of the character usually alluded to on such occasions. I am perplexed to know

what are the proper subjects of discussion before the House, if House it may be called. I remember, sir, on an occasion something like this, when the House was engaged two or three weeks in attempting to secure its organization. The difficulty then was the contested election in the state of New Jersey. We obviated the difficulty in reference to the presiding officer by electing a member of the body, the venerable Mr. Adams. He presided for twenty days or more, at least until we had effected an organization. But that aside, Mr. Clerk, I do think if the honorable gentlemen would consider calmly and dispassionately the purposes for which we have been sent by our respective constituencies to this place, they would see that it must be better to organize the House, through which organization the momentous topics which have been broached here might be calmly and dispassionately discussed. It has been my fortune to witness every one of the crises to which gentlemen on the other side of the House have referred. I was here in the memorable period of what is called nullification. I was here during that other crisis of 1850, as it is called. If we can summon back the spirit which actuated the men of that day, all these unpleasant occurrences of the past few days would disappear, and we would come as the proper representatives of this great nation; with hearts as well as heads, to do this work in a proper and parliamentary manner. I have heard with pain the constant and reiterated

threat, by gentlemen upon the other side of the House—though I do not intend to criticise their taste or judge of their feelings or expressions—of a dissolution of the Union, if one party or another should happen to succeed. Can it be possible that gentlemen of the South would be willing to encounter the fatal consequences of a disruption of the Constitutional Confederacy, merely because a particular individual shall be elected Speaker of this House?" (Several voices: "We do not mean that.")

Mr. Moore, of Alabama: "We refer to the election of President."

Mr. Corwin: "If then, a particular man in this great Confederacy, should be voted into the Presidential chair by a majority of the people, he being called a Black Republican, is that sufficient for a dissolution of the Union?"

A voice from the Democratic side of the House: "I am for it. It is."

Mr. Lamar: "Will the gentleman allow me to ask him if Fillmore, the candidate for whom he voted, and around whose council board he sat, did not express the very sentiments which he here denounced?"

Mr. Corwin: "I did not denounce those sentiments. I denounce nobody. I am willing to answer all questions patiently. I have not the pleasure of a personal acquaintance with the gentleman from Mississippi, but I do not wish to be held responsible for the opinion of others, but only for my own. I would, however, at the same time I am answering the interrogatory of the

gentleman from Mississippi, observe that Mr. Fillmore, prior to his election as Vice-President of the United States, did express, in a very formal manner, every opinion held by the Republican party of to-day. But I find that when that gentlemen came into the presidential chair, he so administered the government, that every conservative man, both from the North and South, gave him credit for impartiality. A president may belong to a party that may urge him to extremes—as I think there are modern examples of that sort. He may belong to a party that may sometimes push him a little from the proper path of good policy, but it is impossible for an intelligent man, who understands the constitution of this country, as most men are likely to do who are invested with the presidential office, to do wrong. While this great branch of the government, the law-making power exists, if they choose to array themselves against any act of a President, that act is as chaff before the wind. It is only when a President has the voting people in his favor and a party inflamed with the lust of power, and confident of their strength to back him, that this government has to fear any encroachment of the President. I have never read the speech of Mr. Seward referred to; and I presume that there are thousands of men, devoted to the Republican party, these last two years, who have never heard of it, and for the reason that the men who have influence in that party do not consider themselves the worshippers of any idol.

Nothing more unjust, as a matter of argument, nothing more illogical in conclusions, than inferences which are often drawn from the speeches made in this hall, and other occasions when such speeches relate to political question in dispute between excited political parties."

Mr. Davis, of Mississippi: "During the last session of Congress Mr. Giddings presented Mr. Seward as the champion of the Republican party on the platform of principles which are embraced in that speech of his, and I say that if Mr. Seward be the representative of that party then, of course, they endorse his principles. That is what I mean."

Mr. Corwin: "I do not know what Mr. Giddings may have done, but I do not suppose it was the intention of Mr. Giddings to convoke a political caucus of the House of Representatives and to make a nomination at that time. If he had such an intention, it would have been his duty to send for me. (Laughter). There may have been gentlemen here who, from their attachments to the character of the politics of Mr. Seward, would wish to see him President of the United States. But I repeat there is nothing more unjust to men composing the Republican party than to charge them with a determination to elect this or that man. We will not be held responsible for the individual opinions of anybody anywhere. I do not intend to assume here or anywhere else any sort of unauthorized power, but I profess to be as much one of the leaders of

the Republican party and just as much an embodiment of that party as Mr. Seward or any other man. (Laughter). Now the gentleman from Mississippi undertook to criminate Gov. Seward by charging him directly with complicity with the affair of John Brown, and to prove that, he makes it appear to us, according to his argument, that Mr. Seward announced it, in the Senate of the United States a year and a half ago before it happened, that Brown was to invade Virginia. A letter is also referred to, written by a person named Forbes, which is said to have been found in John Brown's carpet bag. Now, until a grand jury shall indict Mr. Seward for murder at Harper's Ferry, and until a petit jury shall be sworn to try him, I take it for granted that we may as well rely on the word of Gov. Seward, rather than that of a man, who, from his own confession, ought to be unworthy of credit. I mean Mr. Forbes. . . . Now I would suggest to the gentleman from Mississippi whether it would be quite fair to inculcate a gentleman like Mr. Seward in the atrocious and abominable act of John Brown on such testimony as that of Forbes. I do not believe the gentleman from Mississippi would be guilty of such an injustice as that."

Mr. Davis, of Mississippi: "Did not John Brown believe in the political doctrines of Mr. Seward?"

Mr. Corwin: "And if he did, does that imply or are we to infer from it, that every man out of the millions who have voted the ticket of the Republican



party, would engage in the Harper Ferry movement? Now, Mr. Clerk, let us put away all these irregular and, as I think, very unjust modes of criminalizing a man, by referring to what has been done by the South or what has been done by the North. I have no doubt that if you trace the history, from its birth to its death, of any political party that has ever existed, even in the best periods of the British monarchy in modern days or in the best days of this blessed Republic of ours, everybody will find something to condemn; something which he would be willing to have undone; something which, for the honor of the country and the sake of free government, everywhere, it were better had never been transacted, and had better never been transferred to the pages of history. I am sure if every man examines himself as with a lighted candle, he will be certain to find acts of his life which he will regret had ever been committed. And so it is and will be with parties and governments so long as parties and governments are made up of fallible men."

Mr. Corwin then referred to the fact that some of the people of Ohio in 1833 tendered their services in common with others, to Gen. Jackson to quell the rebellion in South Carolina, and that a portion of the people of the state since that time, at a meeting in Ohio adopted one of the resolutions on which the main dogma of nullification was then based. Such resolutions as Mr. Calhoun offered in the United States Senate, were offered by these same men

at a meeting held in the town of Cleveland, "in my own state, touching the safety of a runaway negro, and that these extravagancies will occur 'where liberty of speech and liberty of the press' are allowed. We all say there must be liberty of the press. . . . And that liberty of discussion must be permitted. . . . The great difficulty which we had to encounter in Ohio, during the last Congress was from the meetings of the character to which I have referred. I presume the gentleman from Ohio before me (Mr. Vallandigham) with whom I differ on almost every subject, unless it may be that of original sin (laughter), must know this."

Mr. Vallandigham: "Will the gentleman allow me to say that the Governor of Ohio, Salmon P. Chase, was present and addressed that meeting?"

Mr. Corwin: "He was, and he advised the people to go home and resort to the ballot box for redress, and they did. I voted for Governor Chase; it was the best thing that I could do. I am quite satisfied with that vote. My colleague will remember that Governor Chase informed them at that meeting that they could proceed to no violence whatever, and they must redress themselves at the ballot box. As a proper executive officer he denounced the object for which they had assembled, if that were forcible opposition to law.

. . . Such are the people of the Republican party of Ohio, of which it seems I stand as the acknowledged leader to-day. (Great laughter.)

As to the object of that part to which the gentleman from Mississippi, Mr. Davis, alluded, I can only say, so far as I know, and I believe I am as well acquainted with them as any others of their great leaders. (Laughter) They are the same that have characterized all the great conservative parties in the history of our constitutional government . . . But I do not mean to be drawn into a discussion of these matters in detail. Let it suffice that I mention the fact, and for it I mean to hold myself responsible as a lawyer. (Great applause) . . . I know we have but two points of compass now in our political geography—North and South. I beg gentlemen of the South to remember that there are in our country about nine millions of people who reside in the West; that they have an identity of language, manners, and social systems, although they may differ about what is called Democracy . . . We, of the West, do not mean to be held responsible to the North or to the South, though, with God's blessing, we mean to preach good and wholesome doctrines to both, and if we possibly can, preserve and cherish fraternal relations with both. I had occasion not long ago to listen to a Boston man. He is called a Black Republican. You, at the South, believe that Wendell Phillips is an exponent of the Republican party of the North. He is a man of large talent with an intellect that would do credit to humanity itself. Wendell Phillips preaches the very same doctrines that you now attribute

to Mr. Seward, and which Mr. Seward would no more act upon than he would commit suicide to-morrow. (Applause in the galleries and from the Republican benches.) Mr. Phillips belongs to that school of politicians, and to those transcendental schools that we have nowadays, who have already scaled the heights to which the human mind will be supposed to arrive fifty centuries hence."

Mr. Corwin continued at great length amid many interruptions and replying to numerous questions. His answers were prompt and frequently to the great amusement of the House, and showed great tact and shrewdness. He admitted the bravery of John Brown and that all men admired it. He stated that Governor Wise said he was the gamest man he ever saw, and that he was a sincere man and he would trust his word for anything. He then paid his respects to the Helper book and agreed with what Mr. Nelson of Tennessee said about it, and added "that man came from North Carolina. Ought we not to make war upon North Carolina for allowing that fellow to come among us and publish a book containing documents of an incendiary character?"

A voice from the Democratic side: "Who published it?"

Mr. Corwin: "I do not know. I imagine the press might be much better employed in publishing our speeches made here, though I, if I may be permitted to say so here, think that would be rather poor business. I had

the pleasure of introducing my colleague, Mr. Sherman, as a candidate for the office of Speaker. I knew he was charged with indorsing that book. I looked into 'Chitty on Bills,' to

see how far he might be liable. (Laughter.) I did not know but I might be held liable as second indorser." (Renewed laughter.)

#### CHARLES H. GERE.

CHARLES H. GERE, editor of the *Nebraska State Journal*, may certainly be counted one of those able and sagacious builders of the great Northwest whose deeds have been, from time to time, recorded in these pages. As statesman, as editor, and in other lines of labor, he has made himself felt with beneficial result, and still stands foremost in the rank, and pledged by his past to even yet more effective labors in the future. He has been an adopted son of Nebraska for nearly a quarter of a century; had a part in laying the foundation of its statehood and in directing the policy that has brought a magnificent development, and in carrying forward the various lines of education and reform that have made the young commonwealth, in some respects, the peer of any in the land. Aside from his distinctive public labors he has, as a man of intelligence and energy, a citizen of influence and high moral principle, and a journalist of broad culture, won a prominent place in the appreciation and affections of the state.

Like many men who have compassed a wide usefulness and won extended reputation in the West, Mr. Gere is of Eastern birth and parentage. He was

born in Gainesville, Genesee county, —now Wyoming,—New York, the son of Horatio N. and Julia D. (Grant) Gere. The family is one well known and of honorable record; Mr. Gere's maternal grandfather, Dr. Isaac Grant, being a volunteer from Connecticut in the war of the Revolution, serving with Wayne at the storming of Stony Point, and, with his brother was for some time an inmate of the British hulk *Grosvenor*, a prison ship in New York. With the exception of his brother he was the only survivor of his company, —raised at Litchfield—at the close of the war. Tracing the ancestral tree back through the paternal lines, we find that the Geres settled in New England in 1632, and an ancestor was a high sheriff in Massachusetts before the Revolution. Another ancestor, Capt. John Gere, was burned at the stake, in colonial times, by hostile Indians.

The early years of Charles H. Gere were passed in Anne Arundel county, Maryland, and Chenango county, New York, where he attended the common schools of the day, afterwards fitting himself for college at Oxford Academy. He graduated from Dickinson college, Pennsylvania, in the class of 1861. He then taught for a year in an academic

institution in Pennsylvania, and another in the public schools of Baltimore. When Lee invaded Pennsylvania he put into execution a desire and purpose before held, by leaving the school room and enlisting in the Tenth Maryland Infantry. He afterwards became a member of the Eleventh Infantry regiment which was also recruited in Baltimore. At the close of the war he was mustered out of the service, being honorably discharged on June 20, 1865.

In the days of school life, the young man had decided upon the law as his avocation, and gave such time as he could to a course of reading for the same; and soon after his return to civil life he was admitted to the bar at Baltimore.

Rightfully concluding that the West with its opening opportunity and advancing importance, was the best place in which youth and energy could develop themselves, Mr. Gere, immediately upon his formal entrance upon his profession, proceeded to Nebraska, to which place his family had emigrated from New York some eight years previous. He opened a law office in Pawnee City and was soon prominently identified with the interests of the place. He was elected to the first state legislature upon the Republican ticket in 1866, becoming a member of a body of some historical importance, as it was that legislature that elected the two first United States Senators in accordance with the enabling act for the admission of Nebraska into the Union. Upon the formal admission of the state

in the following March, Mr. Gere became the private secretary of Gov. Butler. Upon the location of the capital of the state at Lincoln, he engaged in journalism, establishing a newspaper at the new seat of government—an event which was the beginning of Mr. Gere's career in a profession he has so highly adorned, and in which he has won such signal success.

This new journalistic venture was at first called the *Commonwealth*, but two years later the name was changed to the *State Journal*, under which title it has become one of the best known and most influential of the journals of the Northwest. In the spring of 1868 Mr. Gere removed to Lincoln, and devoted his entire energies to his newspaper, having been its editor-in-chief and one of its proprietors from its establishment.

But Mr. Gere's peculiar fitness for the discharge of important public trusts, caused the people to once more call him to a place of public usefulness. In the fall of 1868 he was elected to the state senate, representing a district composed of five counties. He served here two years, and was identified with the inception, advance, and fruition of many important measures that have inured for Nebraska's good. He was chairman of the committee on education, and reported the bill for the organization of the state university, and framed and took charge of the bill for the erection of the first university building. He was a member of the committee on railroads, and drafted and had



charge of the bill that eventually passed to distribute the internal improvement lands of the state, among such roads as should first build within a limited period.

He was subsequently chairman of the Republican State Central Committee and served four consecutive terms, performing its arduous duties satisfactorily. He was elected to the convention of 1875 that framed the present state constitution, and took an active part in the deliberations of that body. In 1880 he was again elected to the state senate, and served as chairman of the committee of Ways and Means, and among the bills introduced and put through by him was a revision of the school law.

In 1882 Mr. Gere was appointed by Gov. Nance a member of the board of regents of the state university, to fill a vacancy, and has been twice elected

since that time to the same position. He was soon after the appointment, made president of the board, and has continued to fill that position until the present time.

Mr. Gere is a firm believer in the principles of the Republican party, and has ever given them and the party his earnest and helpful support, not only through the columns of his journal, but upon the rostrum, and in the quiet influence of private life. An experienced parliamentarian, and of magnetic presence, he has been chosen the presiding officer of three Republican state conventions, since his entry into politics.

Mr. Gere was married to Mariel E., only daughter of the late Capt. John Clapham, of Washington, D. C., in 1871. One son and three daughters have been the fruit of that union. The daughters are living.

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## THE MILITARY CAREER OF AN OFFICER IN HARMAR'S REGIMENT..

1775-1792.

### II.

DURING the summer of 1787, from July to the last of November, Capt. Zeigler accompanied Harmar on his Western expedition for the purpose of treating with the Indians and deciding difficulties among settlers about public and private property. The regiment embarked at the Falls of the Ohio, or what is now Louisville, for Port St. Vincent, or Vincennes, Indiana, July 8, 1787. At Pigeon's Creek, one hun-

dred miles above the falls, the baggage was sent up the Wabash River in boats with an escort of one hundred men, part of them belonging to Zeigler's company. The Indians attacked one of the boats on July 27th, killing one of Zeigler's men. They also the same day killed a number of the settlers. This little fleet of open boats filled with soldiers in the Continental uniform, the men constantly on the watch, for the

Indians who lurked on the shores of the Wabash which otherwise passed through an almost uninhabited wilderness, must have presented a pretty and romantic spectacle to any infrequent hunter or fisherman who chanced to approach the river as Zeigler's command, the sunlight glancing on their weapons and buttons, rowed silently toward Vincennes. At night they disembarked, tied their boats to convenient trees, and encamped to sup and sleep and breakfast in carefully patrolled and guarded camps, their fires smoking and smoldering long after they had departed in the early morning hours, and the last boat had disappeared from sight.

From Port St. Vincent Zeigler's and Strong's companies marched through the woods to Fort Finney. Starting at 11 A. M., October 1st, and arriving October 7th a little before sunset after a fatiguing march, though, as Buel records in his Journal, the tour was more pleasant than it was when they made it in July.

While at Fort Finney on October 28, 1787, Col. Harmar "received the brevet commission with pay and emoluments of a Brigadier-General," and left immediately, accompanied by Quartermaster Pratt and Adjutant Denny, for Fort Harmar in a barge, with a sergeant and fourteen men. Zeigler's and Strong's companies were ordered to follow the next day and Major Wylys with Finney's and Mercer's companies, to remain at Fort Finney. The two companies "embarked for Fort Harmar

October 29, making about fifteen miles a day up stream, encamping on the shore every night and embarking early in the morning. They had a fine breeze and reached Muskingum November 21, at 10 A. M., and took possession of their old quarters at Fort Harmar," where they spent the following winter.

The time for which the men now in the service were enlisted did not expire till midsummer, 1788, but it was thought advisable to secure recruits and bring them west in season. Capts. Zeigler and Bradford and Lieutenant Pratt volunteered to go to their respective states to recruit, and started East May 9th. On April 7th of this year the Mayflower, laden with Gen. Rufus Putnam and the directors of the Ohio company, landed at Muskingum and laid the foundations of Marietta. The officers of the little army stationed at Fort Harmar, had a special and personal interest in this colony for they were nearly all shareholders in the Ohio company. David Zeigler owned two shares.

Captain Zeigler and his company of Pennsylvania recruits arrived at Fort Harmar on the 9th of September, escorting from Fort Pitt Gen. Butler, Capt. O'Hara and the friendly chief Cornplanter, with about fifty Seneca Indians, who came to negotiate a treaty with the United States Government. Major Denny says that "Zeigler and his party were received with a salute of three rounds of cannon and the music;" and Bruel says:

"We saluted them with our field pieces which they returned with a running fire from their rifles." As the boats came into view everybody turned out to gaze at the pretty sight. A number of ladies and children had joined the colony at Marietta during the summer and they enlivened the group of soldiers and citizens who watched the landing of the Indians and their military escort. Dr. Manasseh Cutler, one of the founders of the Ohio company, was visiting Marietta at this time and, from a boat on the river, saw the imposing spectacle, which made a great impression on the imaginations of all the diarists who witnessed and described it. "Soon after we left the Point," Dr. Cutler says; in his interesting Journal, "saw the soldiers and a number of Indians expected from Fort Pitt, coming down on the other side of Kerr's Island. We crossed the river and met them. Capt. Zeigler commanded the company of new levies of fifty-five men. There were about fifty Indians in, canoes lashed together. The soldiers were paraded in a very large boat—stood up on a platform and were properly paraded with the American flag in the stern. Just as we got up with them they began to fire by platoons. After they had fired, the Indians fired from their canoes singly, or rather confusedly. The Indians had two small flags of thirteen stripes. They were answered from the garrison by train who fired three field pieces; flag hoisted." Zeigler was noted as a drill master and disciplinarian, as

well as for his personal bravery. Major Denny says, in his Military Journal, after describing the arrival of Cornplanter and the United States soldiers at Fort Harmar: "Zeigler is a German, and had been in the Saxon service previous to our late war with England. Takes pride in having the handsomest company in the regiment; to do him justice his company has been always considered the first in point of discipline and appearance. Four-fifths of the company have been Germans. Majority of the present are men who served in Germany."

In December, 1789, Gen. Harmar, leaving Cap. Zeigler with twenty soldiers at Fort Harmar, left Marietta for Fort Washington taking three hundred men with him. In the following autumn, September, 1790, Harmar undertook the expedition against the Indian villages, near the present city of Fort Wayne, which ended in a retreat to Fort Washington. The real object of the campaign was, however, accomplished by a party of six hundred militia under Col. Hardin, including fifty regulars commanded by Capt. Zeigler. They burned the deserted villages, destroyed corn, fruit trees, provisions and all the property of the Indians. This necessary destruction of the possessions of the savages caused them much suffering. A white man who was a captive at this time, though he had no reason to love the Indians, was so impressed by what seemed to him the vandalism of the soldiers—the sudden effacement of the pleasant villages, barns and orchards

on which years of labor had been expended—that he could never afterwards hear Harmar's name mentioned without accusing him of wanton cruelty and expressing his detestation of him. Burnet says, in justification of this campaign, in *Notes on the Northwest Territory*, that "the savages made vigorous efforts to harrass and break up the American settlements in which they must have succeeded, but for the total destruction of their property and provisions just at the approach of winter.

"Harmar's army nominally, though really much smaller, consisted of five hundred Pennsylvania and one thousand Kentucky militia, beside three hundred and twenty men of the First U. S. Infantry and a battery of U. S. Artillery. The Kentucky militia were very insubordinate, less in number than had been ordered out, poorly equipped, and consisted principally of old men or boys, substitutes who had never fired a gun, instead, as should have been the case, of smart, active woodsmen, well accustomed to arms, eager and alert to revenge the injuries done them and their connections." The Pennsylvanians were even worse than the Kentuckians. The Kentucky volunteers were noted for insubordination as late as the war of 1812. Traditions still linger in Dayton, Ohio, which was the rendezvous for the western militia, of the border-ruffian-like conduct of the hunters from across the Ohio river who entered stores and dwellings and helped themselves to what they fancied, without asking leave

or making payment. One of their favorite amusements was putting their heads into doors or windows and giving a fearful Indian war whoop to frighten women and children.

After disbanding his army at Fort Washington, Harmar went to Philadelphia, resigned his commission, and demanded a Court of Inquiry, which met at Fort Washington, September 15, 1791, and adjourned on the 22nd. The members of the court were unanimously of the opinion that the personal conduct of the General was irreproachable, and that he deserved high approbation for the manner in which he had handled the army and conducted the expedition. Capt. Zeigler was one of the principal witnesses, and testified: "Some time had elapsed before the different corps and battalions could be organized, on account of rank—the militia officers disputing for the command—and after a good deal of exertion by Gen. Harmar they commenced their march, September 30, 1790, the militia under Col. Hardin having been sent on a few days before. October 3rd, they joined the militia. He observed that the order of march, encampment, motions, etc. would have done honor to the first officers either in America or Europe. All necessary precautions were observed to gain the point the General set out for. On the 15th of October, he (Zeigler) was sent out with fifty regulars and 600 militia commanded by Col. Hardin. They were victorious, burning the villages, etc. On the 19th, Col. Trotter was detached



with 300 militia and thirty regulars. The men in the rear on discovering the Indians would not come up. The militia fled in the most shameful manner and the Federals were sacrificed. October 21st the army started for Fort Washington. On the night of October 21st a force of 400 was sent out under Major Wyllys, but defeated by militia running ahead and leaving Major Wyllys unsupported. The good of the service was Harmar's constant study, but it was impossible, on account of the insubordination of the militia, for him to turn back his army and renew the attack on the Indians. Zeigler never permitted his men to go thirty yards from camp, but the militia strolled off as far as they pleased and were a complete rabble. One hundred and twenty warriors could have defeated them on the 15th of October. Capt. Doyle would have been justified in arresting some of the officers and sending them home, but had he done so would have broken up the whole army." The loss of the Americans during Harmar's expedition was one hundred and eighty. Two federal and nine militia officers were killed. The Indians lost one hundred and twenty men. At the close of this campaign Capt. Zeigler was ordered back to Fort Harmar where he remained in command till St. Clair's expedition was organized.

Incensed by Harmar's destructive campaign the Indians, on the evening of January 2, 1791, attacked the settlement at Big Bottom and killed or took

prisoners fourteen persons. In regard to this massacre Zeigler wrote from Fort Harmar on January 8th to Gov. St. Clair who was in Philadelphia: "I have the misfortune to inform you that on the second instant, in the evening, the settlement called Big Bottom, consisting of sixteen men, one woman and two children was destroyed by the savages, and only two men escaped and three supposed taken prisoners as the bodies were not found. As soon as I got acquainted, assisted Col. Sprout, (Commander of Ohio Company's militia) to make a detachment with as many men as I possibly could spare towards the settlement; the Indians were gone before the party arrived."

In the fall of 1791 Gen. St. Clair who succeeded Harmar as Commander-in-Chief of the army, began his campaign against the Indians. His army contained 2,000 men. On the 4th of November occurred the terrible reverse, known in history as "St. Clair's defeat." "The Indians being in their own country easily surprised and surrounded the army before day break, and safely hidden behind trees and stumps, fired at them from every direction. They could skip out of the reach of the bayonet and return as they pleased. They were visible only when raised by a charge. The ground was literally covered with the dead." So dreadful was the appearance of the battle-field, the despair and fright of the soldiers, the distress of the wounded, that Major Denny used to declare that

he could not endure to describe or think of the scenes he witnessed on that fatal day. Thirty-seven officers and 593 privates were killed or missing; thirty-one officers and 252 privates were wounded. The battle lasted from six till nine A.M. when the panic-stricken army began their retreat to Fort Jefferson, and thence starting at ten P.M. to Fort Washington. Fortunately they were not pursued by "those banditti" as Major Zeigler called the Indians.

Major Denny says that the first regiment, "the only complete and best disciplined portion of the army had been ordered back upon the road on the 31st of October. They were thirty miles from the battle ground when they heard distinctly the firing of the cannon, were hastening forward and had marched about nine miles when met by some of the militia who informed Major Hamtramck, the Commanding officer, that the army was totally destroyed. The Major judged it best to send on a subaltern to obtain some knowledge of things, and to return himself with the regiment to Fort Jefferson, eight miles back, and to secure at all events that post. He had made some arrangements, and as we arrived in the evening found them preparing again to meet us." The defeated army reached Fort Washington the 8th of November after an exhausting march.

A few weeks after his defeat Gen.

St. Clair went to Philadelphia, leaving Major Zeigler, who was promoted December 29, 1791, at Fort Washington, where he continued in command of the United States Army for about six weeks. In January, 1792, a Congressional committee was appointed, at the request of St. Clair, to inquire into the causes of the failure of his campaign. Major Zeigler was summoned as a witness, and in his testimony shifted the blame for the defeat from St. Clair's to the inefficient quartermaster's shoulders, testifying that the ammunition, guns, clothing, provisions, axes, and everything provided for the army, was of the poorest character, and furnished so late in the season that it was almost impossible for the General to begin his expedition at the time proposed. Axes were an important item to the soldiers as they were obliged, besides building the log forts, Hamilton and Jefferson, to cut a road through the trees and bushes. The Congressional committee reported: "That in their opinion the failure of the late expedition can in no respect be imputed to the conduct of the commanding General, either at any time before or during the action." In 1792, probably while in Philadelphia as a witness for St. Clair, Major Zeigler resigned his commission in the army. He settled as a merchant in Cincinnati where he lived till his death in 1811.

MARY D. STEELE.

## THE MEDICAL PROFESSION OF OMAHA.

## III.

CHARLES MACKENZIE DINSMOOR, A. M., M. D.

Fortunate is the professional man in this day of hard struggle and competition who wins success and position despite all disadvantages; more fortunate is he if the rewards of his toil come before he is compelled by advancing years and infirmities to lay down his work. Of this latter class is Charles Mackenzie Dinsmoor, A. M., M. D., of Omaha. So great has been the measure of his success that it becomes a pleasure to inquire into the causes which have tended to produce it. We find he is of Scotch-Irish descent, inheriting the mental power and perseverance on the one side combined with the enthusiasm and geniality of the other. His paternal ancestor, Capt. John Dinsmoor, emigrated from Londonderry, Ireland, as early as 1750, settling in New Hampshire, and founding the town of Derry. His maternal grandfather, Deacon Charles Mackenzie, came to our shores with his father from the county of Ayer, Scotland, in 1756, and settled in New Boston, New Hampshire. Afterwards, in about the year 1770, both paternal and maternal grandparents made their homes in the town of Hartland, Windsor county, Vermont, where some of their descend-

ants still reside upon the old homesteads. Here was born August 1st, 1828, Charles Mackenzie Dinsmoor, the eldest of a family of four children. Until the age of eighteen he lived with his grandfather, Deacon Charles Mackenzie, doing farm work and attending the district school. He was fitted for college at Kimball Union Academy, at Meriden, New Hampshire, and received his degree of Master of Arts from Waterville College, Maine. His native tastes led him to adopt the medical profession and he pursued his studies with the late Drs. Ira Warren, of Boston, and Horace Green, of New York; also at the Vermont Medical College, and at the Harvard Medical College, where he took a partial course, completing them at the Hahnemann Medical College and Hospital of Chicago. From the Missouri Homoeopathic Medical College of St. Louis, Missouri, he received in 1881 the honorary degree of M. D.

After following his profession for several years in Massachusetts, Indiana and Missouri, he came, in 1878, to Omaha, where he has built up a large and lucrative practice. The high standing and professional ability of

Dr. Dinsmoor no one can gainsay. Ready and accurate in detecting the nature of disease, while in the treatment careful, skillful and successful, he is regarded as an authority of eminence among medical men of his own school in the West, while men of other schools recognize and respect his ability and integrity. Many professional honors have been bestowed upon Dr. Dinsmoor since his residence in Omaha. He is a member of the Nebraska State Homœopathic Medical Society, of which he has been president; of the Western Academy of Homœopathy, of which he has been vice-president; also a member of the Associated Alumni of Hahnemann Medical College and Hospital of Chicago, which he has served as president; and of the American Institute of Homœopathy.

Although devoted to his profession, Dr. Dinsmoor has by no means neglected the many duties which have fallen to his lot as a citizen to perform, and in many ways has his public spirit manifested itself. To his credit may it be said its tendency has always been towards objects promotive of fraternity and charity. This could only proceed from a general kindliness of disposition and a very sympathetic nature.

Of the order of the Knights of Pythias he is one of the most active and influential members, belonging to Nebraska Lodge No. 1 of that order, and of which he is a Past Chancellor; also surgeon with the rank of Major of the Second Regiment (Omaha) Uniform Rank, and President of the Omaha

Building Association of the order.

Near the close of the year 1888, the ritual of the Kassidean Knights was heard for the first time in Nebraska and St. James Priory, No. 5, A. E. R., was duly instituted in Omaha. This order is said to trace back its origin to the ancient escenic rite, as practised by the temple builders of King Solomon's time, and in its ritual is not unlike the Masonic. It is fraternal in all that the term implies, and the titles of its officials are in the phraseology of the ancient days. "It is an order" says one whose opinion has already been given to the public, "based on the grandest and most profound fraternal principles. The order is one which gives its first consideration to the communion of men and will not sink to the level of insurance associations. To be sure we have a rank of endowment, but it is one which does not encumber the main body of the order, and we propose to keep it in that condition. We pride ourselves on the fact that our antiquity has to be conceded by Masons as before theirs." Dr. Dinsmoor holds the office of Excellent Prior, and is also a member and officer in the National Grand Chapter A. E. R.

Thus in whatever direction his attention may be turned his recognized ability renders him a leader, honoring the position he may be called to fill. Dr. Dinsmoor has been twice married. His first wife, Miss Caroline A. Montague, was born in Bridgewater, Windsor county, Vermont, in the year 1828, and was the daughter of Moses and



Anne Montague. She was educated at Kimball Union Academy, at Meriden, New Hampshire, and was married to the doctor on the 20th day of August, 1852. She was one of nature's noblewomen, known only to be loved and respected by all who came in contact with her, for her sterling qualities as wife, mother and friend. She died August 1, 1871. In July 1876, the doctor was again married, this time to Miss Orpha Elizabeth Clement, who was born in Randolph, Vermont, December 2, 1828, her father being George Dwight Clement; her mother, Orpha Troop Clement. The family moved to Illinois in 1836. Miss Clement was educated at Mount Morris Seminary, then the leading educational institution in the West. She early developed great intellectual power with remarkable executive ability, which with her interest in the young made her a most successful teacher, such being her chosen profession. In 1870 she founded and became principal of Maple Wood Seminary, of Leavenworth, Kansas, which, from an educational standpoint, was a great success. After five years of arduous labor her health gave way and she was obliged to lay aside that work and rest. In 1878, two years after her marriage, she came with her husband to Omaha, when she became interested in the educational work of the state and delivered a number of very able lectures at the different institutes.

Mrs. Dinsmoor was warmly supported by the literary people of the state for the office of regent of the State Normal

School at Peru, but because of the then Governor's prejudice against women for such positions she was not appointed. She was president of the Women's Associate Charities of the State of Nebraska, a society which was organized January 15, 1885, and is an incorporated body. The objects of the society are to establish a Home for the Aged, an Industrial Home for Women, a State Hospital for the Sick, and a State Home for Dependent Children. Mrs. Dinsmoor labored hard for the passage of the bill in the legislature of the winter of 1886-7, making an appropriation for the establishment of the Home for Children, but the bill failed and it was her earnest hope that she might yet live to succeed in an object so important and so necessary to the well-being of the state. The last hour of her life was devoted to this grand object. The Woman's Christian Temperance Union and the Woman's Associate Charities Society, succeeded in getting an appropriation of \$15,000 from the legislature for the purpose of founding a State Industrial Home for Women, which is under the control of the Board of Charities and Corrections.

Mrs. Dinsmoor was preparing a bill for further appropriations for furnishing, and for additions to this institution, when the summons to her long home came. She died of apoplexy, the result of intense brain-work, December 7, 1888, at her home in Omaha. She was really a great woman; the helper of the poor, the counsellor of the rich. "Her vision

of life," says a recent publication, "was at once sympathetic and pathetic—everybody loved and respected her. Her tenderness was never weakened by any touch of maudlin sentiment, and the honesty and veracity of her judgment were unimpeachable. This is the testimony of hosts of friends who knew and loved her best." Eloquent trib-

utes were paid her memory in a memorial service, by a number of speakers, each representing some cause with which she was identified, gathered together to do honor, for the last time, to one of the best known and most highly esteemed of Nebraska's noble women.

CONSUL WILLSHIRE BUTTERFIELD.

## THE LOCOMOTIVE IN THE ROCKY MOUNTAINS.

### DENVER AS A RAILWAY CENTRE.

THE "Stourbridge Lion," the first locomotive ever run in America, was received in New York from England in 1829. The same year it was set to running upon the Delaware & Hudson Canal Company road. That event not only forms an epoch in the railroad history of this country, but, in connection with the circumstances surrounding it, completes a story of absorbing interest. This narration reappeared in this magazine (vol. ix. page 310), and was originally prepared by the Horatio Allen, the engineer by whom "Stourbridge Lion" was first operated—the forerunner and prototype of the majestic engine which has become the symbol of American progress.

If one of our Colorado readers may wish to see the ideal locomotive materialized, let him step into the office of the Denver & Rio Grande Railroad, in Denver, and take a look at the model engine, in a glass covered case, sur-named the "Royal Gorge." It is a piece

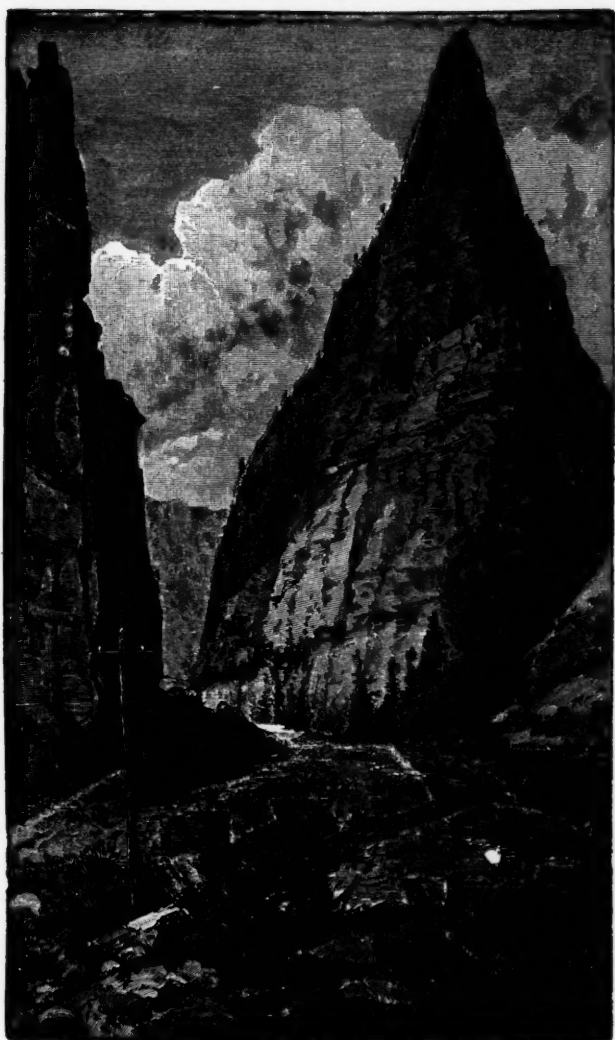
of marvelous mechanism constructed out of Colorado minerals—iron, gold and silver, and is a perfect type of the iron-horse that is doing more than any other agency in attracting the tide of emigration westward, and that has made Denver the greatest railroad centre, for its age, on this continent.

Since the first locomotive reached Denver (June 22, 1870) eighteen railroad companies have made this city a terminus.

Referring to the report of the Chamber of Commerce for 1888 I find the facts so succinctly stated in the words of Charles H. Reynolds, Esq., the secretary, as to call for their insertion in these columns as part of the history of the development of the West.

The western extension of the Chicago, Rock Island and Pacific system, known as the Chicago, Kansas & Nebraska Railway is the last arrival.

Giving, as it does, another line of through cars to the eastern market, it



CURRECANTI NEEDLE—BLACK CANON.  
On the line of the Denver and Rio Grande Railroad.





suggests the fact that we have, at present writing, four through sleeping cars daily to Chicago, three to St. Louis, one to New Orleans and three terminating at Missouri river points. This exclusive of western lines, *via* the Atchison, Topeka & Santa Fe, Denver & Rio Grande and Union Pacific systems.

Vestibule trains are no longer of the future, but we can vie with the old states in the convenience, comfort and magnificence of our railway equipments. Last year we pointed with pride to the fact that sixteen roads were centering in Denver, now eighteen is the magic number, with a total mileage, in the state, 4,302.44 miles.

The following list of roads is interesting in this connection :

Union Pacific : Operating the Omaha short line, *via* Julesburg to Omaha.

Kansas Pacific : To Kansas City.

Denver Pacific : To Cheyenne.

Denver South Park & Pacific : To Leadville and Gunnison.

Colorado Central, standard gauge : To Fort Collins *via* Boulder and Longmont.

Denver & Boulder Valley, standard gauge : To Boulder *via* Brighton and the Erie coal mining district.

Colorado Central, narrow gauge : To Georgetown and Central City *via* Golden.

Denver & Morrison, narrow gauge : To Morrison *via* Camp Logan, the new military post.

The Denver & Rio Grande Railroad : Extending over the entire Southern and Western portions of the state, giving us

close connection with all principal points and an outlet to the West *via* Ogden to the Pacific Coast, and to the South *via* Santa Fe. Originally of narrow gauge, it has by use of the third rail, already put into service standard gauge rolling stock between Denver, Pueblo, Canon City and Trinidad.

The Burlington & Missouri River Railroad : A part of the Chicago, Burlington & Quincy system, through to Chicago *via* Omaha, Kansas City and Lincoln.

The Denver, Texas & Fort Worth : To the Gulf and Atlantic sea board, *via* Trinidad, Fort Worth, Galveston and New Orleans.

The Atchison, Topeka & Santa Fe : In direct and rapid connection with its grand trans-continental line from Chicago to the Pacific Coast, and also operating the Denver Circle R. R. to Rosedale, Sheridan Heights, and other suburban towns.

The Missouri Pacific : Through line to St. Louis, *via* Kansas City.

The Chicago, Kansas & Nebraska : To Chicago; Kansas City and the East.

The Denver, Utah & Pacific Railroad : To Longmont and Estes' Park, through the Erie coal mining district.

The Denver & Scranton, narrow gauge : Line to the coal fields.

The Colorado Midland, or, "The Pike's Peak Route:" The only standard gauge road cutting through the mountains, and giving an additional outlet to Manitou Springs, Leadville, Aspen, Glenwood Springs and the surrounding mining districts.

The nineteenth railroad—making one a year since 1870—is the projected Colorado & California Short Line Railway. This road will place Denver on a trans-continental broad gauge line of travel to the Pacific Ocean by way of Salt Lake.

From the report of the Superintendent of the Union Depot, we glean the following:

First, that the baggage report is as follows:

	No of Pieces Received.	No of Pieces Forwarded.
1888.	218,182.	196,724.
1887.	168,005.	173,457.
Increase.....	50,187.	23,267.

Second, that the ticket sales suggest the following comparisons and summaries:

In 1888.	No. of tickets, 173,540.	amt'g to \$692,151.40.
" 1887.	" " " 160,262.	" " " 734,977.65.

Showing an increase of 13,278 tickets sold at a reduced revenue to the roads of \$42,826.25; an inverse ratio that shows a very decided gain to the traveling public. By adding to the above figures the sales made by the roads at their own offices, we have a total number of tickets sold in Denver during 1888 as follows: 286,602 tickets valued at \$1,662,271.27.

These figures are for outgoing passengers only, neither do they include through tickets *via* Denver, round trip tickets sold at other points, nor "dead-heads." The best judges of travel give as an estimate that the figures above would not cover over sixty per cent. of the actual number of persons.

This would give us a total of 955,340,

or 2,620 daily, leaving and arriving at the Union Depot.

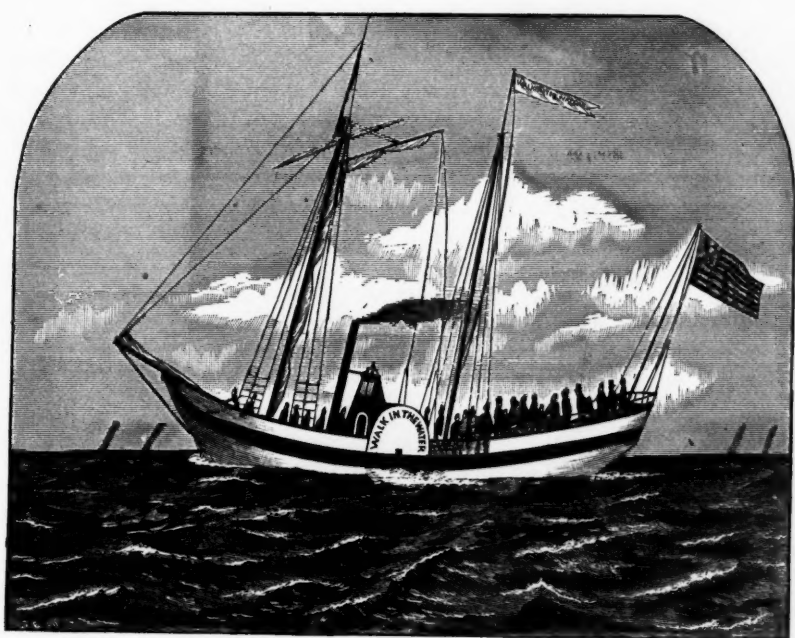
Donald Fletcher, Esq., president of the Denver Chamber of Commerce, (1888), concludes an able report with the following reflections and suggestions:

"During 1888 the Chicago & Rock Island and the Missouri Pacific railways began running trains to Denver. The Denver, Texas & Gulf railway was finished, and the Atchison, Topeka & Santa Fe completed their own line from Pueblo to Denver. Railroad freight rates are much lower than in former years. The construction of the Gulf road has doubtless saved to this city alone over \$2,000,000 on freight charges, and with the growth of the state and the city the greater volume of business will undoubtedly justify a further reduction.

"I wish to speak for myself, now, after a year's experience and observation, when I say I regard the disposition of nearly all the railroad officials towards Denver, as good, and that everything in their power is being done by them to foster the development of this state and city.

"They owe a duty to the stockholders who build the roads and need a six per cent. dividend in thousands of cases to get the necessities of life, as well as a duty to us; and I believe that the presidents, general managers and officials generally of the roads running into Denver want to do the fair thing for both sides.

"Yet I speak for all, I believe, when I say it is one of the first and most im-



WALK-IN-THE-WATER.





portant things to secure; that Denver be made an excepted city—excepted from the workings of certain portions of the interstate commerce law. We have no navigable water, as Kansas City and San Francisco have, but it is not right that the freight charges from Kansas City to Denver—600 miles—should be as great as the freight rate from New York to Kansas City, much more than double the distance. Nor is it right that freight rates from Chicago to San Francisco on many classes of goods are much less than from Chicago to Denver. Our natural advantages as a distributing centre, the large volume of business we give the railroads, and the fact that we have water transportation part of the way from New York by way of the Gulf should

entitle us, as in the case of other distributing centres that possess navigable water at their doors, to become one of the Excepted Cities."

The locomotive is the monarch of the Rocky Mountains. Having left the depot upon the plains at Denver, the illustrations afford a view of his flight through the Black Canon; of his appearance upon the "Loop on the Saguache Range," and as he disappears in Hagerman Tunnel,\* 11,500 feet above the level of the old road bed where the wheels of the "Stourbridge Lion" first revolved just sixty years ago.

HENRY DUDLEY TEETOR.

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\*Thus named in honor of J. J. Hagerman, Esq., one of the founders and the first president of the Colorado Midland Railroad.

## EARLY TRANSPORTATION IN THE WEST.

### THE FIRST AND LATEST STEAMER ON LAKE ERIE.

BEFORE the discovery and development of the great mining and lumber industries of the West, or the demands of commerce had rendered possible the facilities of modern transportation, the chief means of conveyance was the birch-bark canoe and pony of the Indian. The carrying capacity of each was enormous and something wonderful. With canoes sometimes six feet wide and thirty-five feet long, sixty packs of furs, each pack weighing a hundred pounds; a thousand pounds of provisions, sufficient for a crew of eight or

ten men, in addition to bark and gum for repairs, the early traveller and explorer tells us was not an unusual load down the Great Lakes to Quebec and as far as Albany. Of course transportation in this way was necessarily slow, because these canoes were so slight and fragile that when loaded they could not withstand rough weather, nor approach a rough beach. In the latter event, freight and canoe were "backed" around a portage, reloaded, and the journey resumed. A very convenient and useful trading boat was the Mack-

inaw bateau. It was built of oak or pine boards, had flat bottoms, shaped the same at each end, and had high sides. The pirouge was a long canoe frequently made of a large red cedar-tree with high sides and ends, and was used mainly for passengers, carrying about eight persons. A canoe in common use was called a "dug-out," because it was made by chopping, digging and burning out the trunk of a tree. Some of the trees were enormous and capacious, but it required great skill and experience to successfully manage a canoe thus constructed, a slight lateral motion or unsteady position being sufficient to capsize it. Little wonder that the Indian was erect and "straight as an arrow." He spent much of his time, too, in the midst of tall, straight trees.

In his famous expedition to the upper lakes in 1820, Gov. Cass employed canoes for transportation. This expedition, at the time it was made, was the most important; taken all in all, that had ever been undertaken with the sanction and authority of the general government. The objects primarily were an examination into the condition of the Indian tribes who occupied that country, and to procure the extinction of Indian titles to the land about the straits of St. Mary's, Prairie du Chien and Green Bay, and to open up communication between the two latter points. The expedition also had in contemplation a thorough and scientific examination of the copper region in the vicinity of Lake Superior. Much had

been heard of this section through Indians and half-breeds, who said a large mass of virgin ore, weighing several tons, had fallen from a hill; specimens had been sent to Washington, and, in 1800, Mr. Tracy, a Senator from Connecticut, had been dispatched to make an examination, but he proceeded no further than Mackinaw. Gov. Cass also intimated that it would be well to consider the natural history of the country through which the expedition would pass, and accordingly made a request that the government send some person who was acquainted with zoology, botany and mineralogy. For the latter position, the expedition was fortunate in having Henry R. Schoolcraft, since of wide celebrity and greatness in many respects, especially as an author, and deservedly so as the writer on ethnological researches respecting the Indians of North America. Other prominent members of the party, besides Gov. Cass, were Capt. D. B. Douglass, professor of engineering at West Point, Alexander Wolcott, M. D., Lieut. Evans Mackey, U. S. artillery, James Doty, official secretary, and Charles Trowbridge assistant topographer. There were also ten United States soldiers as escort, ten Indians to act as hunters, two interpreters and ten Canadian voyagers to manage the canoes. Forty-one in all, in four birch-bark canoes. They reached Mackinaw in fourteen days, a distance of three hundred and sixty miles from Detroit, the starting point, which they left the 24th of May. Gen. Cass

reached this place on his return the tenth of September following, having traveled, almost entirely by canoe, over four thousand miles.

The subsequent history and career of the secretary of war, John C. Calhoun, under whose instructions the investigations were prosecuted, bring vividly to mind the different motives which actuated him and Gen. Cass in the matter. It was the military defense of the country that seemed to be uppermost in the mind of the former, while the latter seems to have had chiefly in view the settlement of the country, the development of its resources, and its ultimate permanent prosperity. In marked contrast with this government expedition is that but a few days since undertaken under the auspices of the government and known as the "Sioux Commission." The latter's field of operation is hundreds of miles further to westward than the limit reached by Gov. Cass and party; yet the distance was covered in less days by them than weeks by Gov. Cass. Besides they were transported across the country in palace cars with an air of ease and comfort equal to that of one's sitting room, while with Gov. Cass it was an exceedingly tedious journey, and a veritable hardship; simply a board for a seat and nothing but an Indian blanket to protect from the heat and storm. In the former, Mr. Schoolcraft, a scientist, an expert, received "one dollar and fifty cents per day for the time actually employed," while the Sioux Commissioners get each \$8 a day "and found." Then,

as now, the Indian entered largely into the subject; it was then sought to extinguish his title to the land—it is now sought to extinguish both him and his title. And still the "Indian question" is far from being "settled."

In early times in the West, the horse also played a prominent part in the transportation of persons and freight. The French or Indian pony was indispensable to the fur-trader and Indian in getting their furs and peltries to points where they could be transported by canoes or bateaux, and the immense load of buffalo and other skins that these small animals would carry is astonishing. They were very hardy, and have been known to travel under the saddle sixty to seventy miles a day for many successive days. It is not quite clear when the larger, modern horses were first used in the West, but they are reported to have been brought from Fort Duquesne to Detroit immediately following the defeat of Gen. Braddock, in 1755, but it is probable that they were there much earlier, as Cadillac, who founded Detroit in July, 1701, without doubt had them, and in a grant of land from him to Joseph Parent, in 1708, there was a condition that the latter was to keep Cadillac's horses shod. They were, however, not plenty, and often there was only one horse for two or three persons, in which case the "ride and tie" method was adopted in journeying—which was that one person would ride a few miles, when he would dismount, tie the horse and proceed on

foot. The next one who came along would take the horse, ride on ahead of the first and tie the horse. This rested both man and beast and fairly good progress was made. Journeys on horseback were frequently made from Detroit to New York and Washington. Major Biddle, a territorial delegate to the latter place, went on horseback, traveling upwards of nine hundred miles in that way. Later, in and about Detroit the low, two-wheeled French cart came into quite common use among the more well-to-do portion of the community. A pleasing anecdote is told of Gov. Cass borrowing a carriage of Judge Sibley. He would call his old French servant and say to him, "Pierre, go up to Judge Sibley's and tell him if he is not using his wagon to-day I would like to borrow it;" and when Pierre started off the General would sometimes call to him and say, "Come back, Pierre! Tell Judge Sibley that I am going to have a wagon made for myself, and then I will neither borrow nor lend."

From the time, 1701, that Cadillac settled at Detroit until 1760, when it fell into the hands of the English, it was in the main a military post for the section contiguous to it and was also the furthestest western post. Consequently it was the centre of all western movements and large quantities of merchandise were gathered there. This necessitated better facilities and something of greater capacity for transportation than the birch-bark canoe afforded. To meet the demand, the

English government furnished vessels, and had a monopoly of trade. In fact, they compelled private traders to transport their goods by his Majesty's boats, and with the tariff at \$5 a barrel from Niagara to Detroit, and other freight in like proportion, a large revenue was the result. Thus early were English sails "whitening the 'western seas.'" But these were not the first sail vessels on these waters. As early as May, 1679, near Niagara, La Salle had built the *Griffon*, named for Count Frontenac, whose family shield was a griffin. The boat left her moorings August 7th: "She now spread her sails to the auspicious breeze, and commenced her adventurous voyage. The vast inland seas over which she was about to navigate, had never been explored, save by the canoe of the Indian, timidly coasting along their shores. Without chart to warn of hidden dangers, she boldly ploughed her way,—the humble pioneer of the vast fleets of our modern lake commerce." On August 10th she was at the mouth of Detroit river. This was certainly a remarkably quick trip, considering the many disadvantages the little boat of some fifty tons had to contend with. The first night on Lake Erie brought thick fog, and as it was believed the lake was full of shoals, great care and caution were necessary and great anxiety prevailed. La Salle was the master-spirit of this undertaking, and a little incident at this point shows his fitness and value. In the darkness of the night breakers were heard, the crew thinking it was the noise of the waves



occasioned by the wind, but La Salle thought otherwise. Some ten years previous, he had just glanced at a rude chart, made by rude hands, indicating in its rough outlines the locality of Long Point. La Salle concluded it was this that lay across the pathway of the *Griffon*, and directed the pilot to change her course. Soon after, the fog lifting, it was found that La Salle's conjectures were correct, and from his memory of the tracings on that chart, and his vigilance on that occasion, their boat was saved from undoubted wreck. Among those who were members of the party were the renowned Father Louis Hennepin and the Chevalier Henry de Tonty, the father of the latter being the author of the financial project, named for him "Tontine," a few years ago so much talked about in this country. Various opinions have been advanced as to La Salle's real object in this expedition. Clearly he did not embark in the enterprise from a motive of gain, nor from a spirit of adventure purely, but as an explorer—for the purposes of discovery—the opening of a new country, new territory to the advantages and blessings of civilization and commerce—to religion, education, morality, manhood and the beautifying and adorning with the arts and industries and progress of life. He was a traveler, an explorer of an independent nature, somewhat daring, restless and uneasy. Parkman says of him: "He was always an earnest Catholic and a member of the Society of Jesus. This great organization, so complicated, yet

so harmonious, a mighty machine moved from the centre by a single hand, was an image of regulated power full of fascination for a mind like his. But if it was likely he would be drawn into it, it was no less likely he would soon wish to escape. To find himself not at the centre of power, but at the circumference, not the mover, but the moved, the passive instrument of another's will, taught to walk in prescribed paths, to renounce his individuality and become a component atom of a vast whole, would have been intolerable to him." He consequently withdrew from the order of the Jesuits. But he was frank, generous and honorable, different from Cadillac, of whom Shea says, "he was chimerical; grasping, overbearing, regarding religion only as an element to be used for purposes of government or trade."

After the *Griffon* no sail boats passed up the lakes for nearly a hundred years, and there was scarcely no commerce on the lakes, everything in that line seeming to be practically at a standstill. In 1763 two or three small schooners appeared and engaged in the carrying trade between Detroit and Niagara, taking troops, furs and provisions. Some five years later, in 1769, Detroit built its first boat, the *Enterprise*, and from this time to the first of the present century, ship-building seems to have been quite active there, for so early a period, there being some fifteen to twenty merchant vessels owned at that place, besides a number of schooners, brigs and sloops. The first

boat built at Cleveland was by Lorenzo Carter, in 1808, and was named the *Zephyr*. In 1810 Murray & Bixby built the *Ohio*, which had the honor of being one of the gunboats in Perry's fleet. In 1813 Levi Johnson built the *Pilot* concerning the launching of which a somewhat amusing incident is told. Mr. Johnson had located the place of her building with reference to getting timber, but not regarding the lake. The result was that when completed she was on Euclid avenue, a half mile from water, and the "greasing of the ways and knocking out of the blocks would not ensure a successful launch." The farmers in the towns of Euclid and Newburgh heard of his dilemma and came in with twenty-eight yoke of oxen, and the ship was hoisted on wheels, drawn through Superior street to the river and launched. These were all sail vessels. No steamer had yet broken the stillness of the lakes by the noise of paddle or whistle or left clouds of smoke in its wake. But in 1818, one hundred and thirty-nine years after La Salle's *Griffon*, the first sail boat on the lakes, in the very month that his boat was launched, the *Walk-in-the-Water*, named after the chief of the Wyandotte Indians, appeared. She left Buffalo August 23d, reached Cleveland at 11 P. M. of the 25th, and arrived at Detroit, her objective point, about 10.30 A. M. of the 27th. She was of three hundred and forty-two tons burden, and had what was then considered a powerful engine of the Fulton pattern. She made the round trip from Buffalo

to Detroit every two weeks, and although having none of the conveniences and luxuries or speed of the modern steamer, yet it was said, "A passage between Detroit and Buffalo is now, not merely tolerable, but truly pleasant." She was hailed with satisfaction and delight by the people along the lake towns, and "nothing could exceed the surprise of the sons of the forest on seeing the *Walk-in-the-Water* moving majestically and rapidly against a strong current without the assistance of sails or oars. A report had been circulated among them that a 'big canoe' would soon come from the 'noisy waters' which, by order of the great father of the 'Chemokimous' (Yankees), would be drawn through the lakes and rivers by *sturgeons*! Of the truth of the report they were now satisfied." She continued to run on the lakes until November, 1821, when she was wrecked near Buffalo. On her first trip were passengers who settled permanently at Cleveland—among them Alonzo S. Gardner, long a prominent merchant and still a respected citizen of the city. Great energy and enterprise have been shown by vessel men and shipbuilders all along the chain of the great lakes from the first, and large fortunes have been made. Fluttering sails have caught the early spring and late fall breezes. So important and remunerative has the business during some seasons been that great chances have been taken. An incident is told of a boat starting out early in the spring from Detroit, some forty years ago, amid many misgivings,



THE CITY OF DETROIT.

[The City of Detroit, the history and description of which are elsewhere given, is under command of Captain McLaughlin, who is one of the oldest, bravest, and most skilful of the captains of the American lakes. He has been in the employ of this Company for over a third of a century, and is now in command of one of the finest vessels afloat.]

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as there was considerable ice in the lake. The next day after she left, Mr. Joseph Campau, one of the founders of Detroit, met on the street a man connected with the telegraph, of whom he asked if any news had been received of the boat. He was told that she floundered about in the ice, tore her paddle-wheels to pieces, but finally reached the harbor at Erie safely. Mr. Campau, in his French accent, replied: "Well, I t'ot so. Now when ze Englishmon he want to go anywhere, he set down and t'ink how he get dar, and ze Frenchmon he want to go, and he stop and t'ink how he get dar; but ze American, de Yankee, he want to go, and, be gar, he go. He go heaven, he go hell, he gon anyhow!" What a contrast between early transportation and navigation and that of the present time! The Indian pony has given place to the railroad. The birch-bark canoe and La Salle's *Griffon* to immense sail leviathans. The *Walk-in-the-Water*, to such magnificent floating palaces as the new *City of Detroit*, launched two hundred and ten years after the *Griffon*, and seventy after the *Walk-in-the-Water*.

She was built by the Detroit and Cleveland Steam Navigation Company, at a cost of \$350,000. She is a steel steamer, three hundred feet over all; molded beam, forty-one feet, over all seventy-two feet; molded depth, sixteen feet; draft, light, nine feet two inches; loaded, eleven feet. She has nine water-tight compartments, one of which is the dynamo room, in which are two sets of dynamos, engines and switch-

boards, by means of which the engineer can control the four hundred and fifty electric lamps by which she is lighted. Her engine is of 2,700 horse power,—2,000 tons burden, grand saloon two hundred and forty feet long, and her dining room will seat one hundred and fifty persons. Probably the *Walk-in-the-Water* was fortunate in having its grand saloon lighted with whale-oil lamps, and its cabins with tallow candles. The new *City of Detroit* is said to be the largest, "fastest, most comfortable and in every way the best vessel of its class and kind that ever sailed the fresh waters of America." The Detroit and Cleveland Steam Navigation Company is the oldest organization of the kind on the lakes. The line was established in 1850 and incorporated in 1868 with a capital of \$300,000, and now has invested in boats something like \$1,500,000. At first their boats ran only between Detroit and Cleveland, but now, in addition to the two on Lake Erie, they have two on Lake Huron and one on Lake Michigan which will carry each 1,500 to 2,000 passengers. Appropriate indeed would the title of Cobbett's book now be, as he would surely think, could he see those Western boats,— "The pride of Britannia Humbled: or the Queen of the Ocean Unqueened by the American Cock Boats, and the Fir Built Things with Bits of Striped Bunting at their Mast Heads." What advancement, what progress—what a revolution in transporting "men and things." Some of our American express companies have

European departments which receive and forward all classes of business by each steamer arriving at, or departing from, New York, and a resident of Detroit or Cleveland, for instance, contemplating a trip to foreign countries can send to himself or anybody else an order for any sum of money, payable at any one of the 15,000 places at home or abroad. He can ship baggage ahead to any point and ship it home again when ready to start back. After arrival in Europe he can send home articles he may purchase, and they will be held here in bond until his return. Shipments of presents or merchandise can be made from Europe direct by these companies to all inland ports of entry in the United States, Canada and Mexico with or without payment of duty at New York.

And more surprising and startling than all, it is said that a feasible scheme is about to be introduced between New York and Boston, whereby packages of mail and even larger matter can be transmitted from one place to the other a distance of two hundred and thirty miles inside of an hour. This is equal to a speed of four miles a minute. See, too, with what remarkable accuracy the government, hundreds of miles distant from the place where he may be "laying" "signals" the sailor when he had better remain in, or when he may, with safety, leave port. But some will doubtless feel that notwithstanding these improvements, these increased conveniences and facilities, that the good old times when they made journeys through

the country by the old-fashioned stage-coach or rockaway, were far more to their liking and enjoyment. A distinguished citizen of the state of New York who became of national prominence, and who lived to see many of our modern improvements in travel, often spoke with pleasurable recollection of the days when he travelled through his native state by canal boat, and considered such mode of conveyance a positive luxury. But there is, somehow, an air of innocence and ingenuousness, wholeness, completeness associated with these old times, manners and customs. We really like to see the farmer, to-day, driving into the city with his comfortable old wagon, in the back of which is his crock of fresh butter, or basket of eggs, covered with newly mown fresh grass, with which to feed the old family horse. It reminds one of healthful, country breezes, and speaks of frugality, thrift, the wise and prudent laying up for a "rainy day." And some of these same farmer boys and men have become a power in the land, and molded and shaped the destinies of state and nation. Probably the young men in a New England village, as they stood on the street a few years since, on a day when an honest old farmer came driving through the streets and spoke out to his horse "git up, old mare," and of whom they made sport, little thought he had one of the best farms in Northern Connecticut, with a snug bank account besides, and that he had been honored with many important and responsible positions in his town and had repre-

mented the state in its legislature, and had taken a prominent part in making the laws that governed and blessed it. But the present with its certainties and

realities is ours, and the future with its possibilities is before us.

D. W. MANCHESTER.

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EXTRACTS FROM A PIONEER'S NOTE-BOOK.\*

THE Steamboat Association resolved at once to build another steamboat to supply the place of the *Walk-in-the-Water*. On this, a citizen of Buffalo, Judge Samuel Wilkeson—a man of uncommon natural gifts and ability, of great energy of character and of large business talents, born and brought up from boyhood amidst the Whiskey Rebellion people of Western Pennsylvania, in the period of Washington's administration—looking at the question in all its bearings, and as it especially related to the future prosperity of Buffalo, came to the conclusion that by the concurrence and aid of his neighbors, he could so control the freshets and the breaking up of Buffalo creek in the spring, as to sweep out the obstructions at its mouth and open a passage to debouche the new boat to be built, in case the contractor would consent to build the same in said creek. This the contractor consented to do in case Wilkeson would furnish him proper and adequate security for its accomplishment in the shape of a bond of fifty thousand dollars in case of failure. This was agreed to and the security pledged, and in the spring of the year when the freshet occurred and the ice in said creek began to move, Wilke-

son with his appliances was soon on hand; and so adroitly managed as to sweep out of said creek the obstructions, and successfully floated the new steamer,—named the *Superior*—into the open lake, and delivered the same uninjured to the contractors, and, if I am not mistaken, a channel has been kept open ever since, and was for a long period held as a fair sample of what might be accomplished in respect to all the rivers which entered the lake.

At the period of my entrance into Buffalo, although its population was insignificant in numbers, yet no one doubted but in due time a large and flourishing city must be built on or near its site, and become the commercial emporium of the great West. Whether this site would be fixed at the village of Buffalo or Black Rock was, at that period, in many intelligent minds a matter of some doubt. Both villages had claims and able advocates. Black Rock had at that date the only reliable harbor for vessels, but with the drawback of so rapid a current as to make the Niagara river in front of its dockage

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\*Concluding selections from the note-book of the late William Williams, described in the issue of June, 1889, page 177.

impracticable for navigation, while Buffalo had no harbor of ingress or egress for any kind of shipping, but both had the advantage of the Erie canal. The advocate for the site of the city at Black Rock was one of the most able and popular men in the state of New York, Gen. Peter B. Porter, while Judge Wilkeson of Buffalo, advocated and labored untiringly for the selection of Buffalo as the site of the great emporium. The discussion was not only vehement, but often bitter and acrimonious; but quietly ceased on the assurance that Buffalo creek was to be formed into a safe and practicable harbor for the shipping of the lake. Let me here say that in my own mind I never doubted but this question would be finally settled in favor of Buffalo. After its settlement, the large forwarding houses which were located to some extent at Black Rock, slowly and from time to time moved their quarters to Buffalo Creek, and from that time forward Buffalo rapidly increased in wealth and population without any drawbacks. From this period the commerce of the lakes had increased to such an extent as to induce Congress to adopt active measures to improve the harbors of the lakes, so as to make their navigation measureably safe and secure.

The new steamboat, named the *Superior*, was the second steamer built for lake traffic and navigation. It hailed from Buffalo Creek, and run the lake for many years, successfully; was a very popular and successful steamer,

and was, after many years of service, converted into a sail vessel, for the carrying of freight, in which service it ended its history and usefulness.

On my reaching Buffalo in January, 1825, I well remember there was much speculation among all classes as to the strange and sudden disappearance of a sailor by the name of Love, who for several years had been in the habit of spending his winters, after the close of navigation, among his friends and acquaintances in and around Buffalo, until the spring of the year again called him to his profession. He was a man who by diligence and prudent industry, had accumulated and laid by considerable property. He was not married, and had but few associates, yet was regarded by his acquaintances as an acceptable and welcome guest. This winter he was lodging and boarding in the family of one of the Thayers, in the town of Hamburg, near Buffalo. These Thayers consisted of father and two sons. They were ordinary farmers, and were all married and had separate homes, and were of the ordinary, well-to-do class, and not suspected of crime. Love made his home with the oldest brother. They all knew he had considerable means, for a man in his situation, and that he was in the habit of using it for increase by loaning it or by the purchase of property. He was, I think, without any relatives of any kind. Considering the lone character of Love, the ready means and amount of property so held by him, they laid their plans for his destruction and to secure and



appropriate his property to their own use. It was accomplished on this wise : On the occasion of hog killing time, the father and youngest son met by appointment at the house of the oldest son where the hog killing was to take place, to aid him in the slaughter and packing of the pork, they having previously contrived to send away on a visit for the evening all the female members of the three families, so that they might not be disturbed, and their designs frustrated. It was evening, and they proceeded with their work. But the confiding Love, having no suspicion of their intention, sat in a common chair near by the oldest brother of the Thayers, talking and watching him in cutting up the pork, with his chair a little tipped back and his stocking feet resting easily against the jamb of the fireplace. In this position he was when the younger brother of the Thayers, who was an excellent shot, took his rifle and went outside and deliberately shot Love, through the window. He fell over, but it did not appear to be fatal, and so the other Thayer struck him the death blow with the axe he was using to cut up the pork. After they had murdered him, they proceeded to hide his remains as well as they could in the woods near by. All three, the father and two sons, were engaged in this attempt to secrete the body of Love ; greatly disconcerted, no doubt, that the winter snows did not come to their aid as they might have expected, and in their fear of exposure they were led to remove him as they thought to a more secure retreat. Not

long after the murder of Love, the Thayers proceeded to take possession of his property, representing that Love had gone away and had left the care of his property with them in his absence, and had given to them a full power of attorney to this effect, which they exhibited to convince his creditors [debtors, probably meant] that it was really so ; but these acts, and some other suspicious proceedings of the Thayers, aroused a strong feeling among the neighbors that all was not right, and people considered it prudent and proper to make thorough examination of the facts, which resulted in the discovery of his body, the arrest and imprisonment of the Thayers, their trial and conviction, and final execution, in the spring or early part of the summer of 1825. The testimony on which the conviction of the Thayers rested, was wholly circumstantial but very conclusive, and every point fully and perfectly sustained and corroborated by the full confession of the culprits from the scaffold before their execution, which took place some time in or about the month of June, 1825. It occurred at a time when the general public were admitted to witness exhibitions of this nature, unrestricted by age or otherwise.—From all parts of the state, multitudes, old and young, flocked to the city on the day appointed, to witness the scene. It took place in a public square of the city,—then village,—and it was estimated that not less than twenty to fifty thousand spectators were present. Among this vast

assemblage I was also present, it being not only the first but the last time of witnessing an occurrence of this nature. It was usual at this period, and on such occasions, to hold religious services. Preaching and prayer from the scaffold were the usual exercises. On this occasion the Rev. Mr. Fillmore, a noted Methodist clergyman, delivered the dis-

course and conducted the services; all of which was delivered from the scaffold, and the voice of Mr. Fillmore was loud and strong enough to make him audible to the fullest limits of the crowd. This man Fillmore was the father of Millard Fillmore, who was subsequently President of the United States.

WILLIAM WILLIAMS.

### WHAT IS THE VALUE OF A MOUNTAIN?

GENERAL SHERMAN'S ESTIMATE.—RECEPTION AND REMARKS AT DENVER,

JULY 4, 1889, OF THE HERO OF ATLANTA.

GENERAL SHERMAN'S characteristic speech, delivered in Denver on the 4th of July last, contained this passage: "To me the great plains of Kansas and Nebraska are commonplace, though they produce such untold quantities of corn, wheat, etc. There is nothing there to excite the imagination or fancy. Look at your mountains, those glorious mountains, which stretch seemingly endlessly from North to South. A man here where we stand might sit at his own doorstep and drink in beauties to satisfy his soul. Now, if you could take up Long's Peak and remove it to Lawrence, Kansas, you could get \$1,000,000 for it. [Great Laughter.] There is an idea for you. Yes, if you could get it to Lawrence or Omaha you would easily get a million. They would think it cheap."

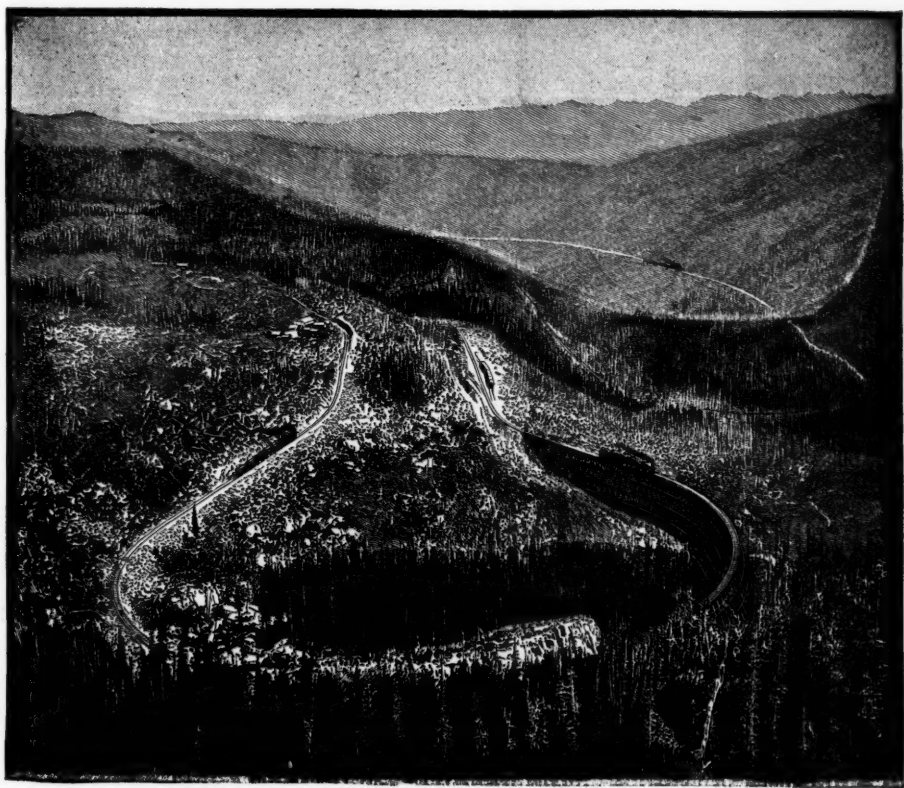
Long's Peak, upon which Gen. Sherman places this estimate as a thing of beauty and grandeur, was first dis-

covered by Col. Stephen Harriman Long of the United States Army about July 4, 1820. The official account of his explorations, published in 1823, says:

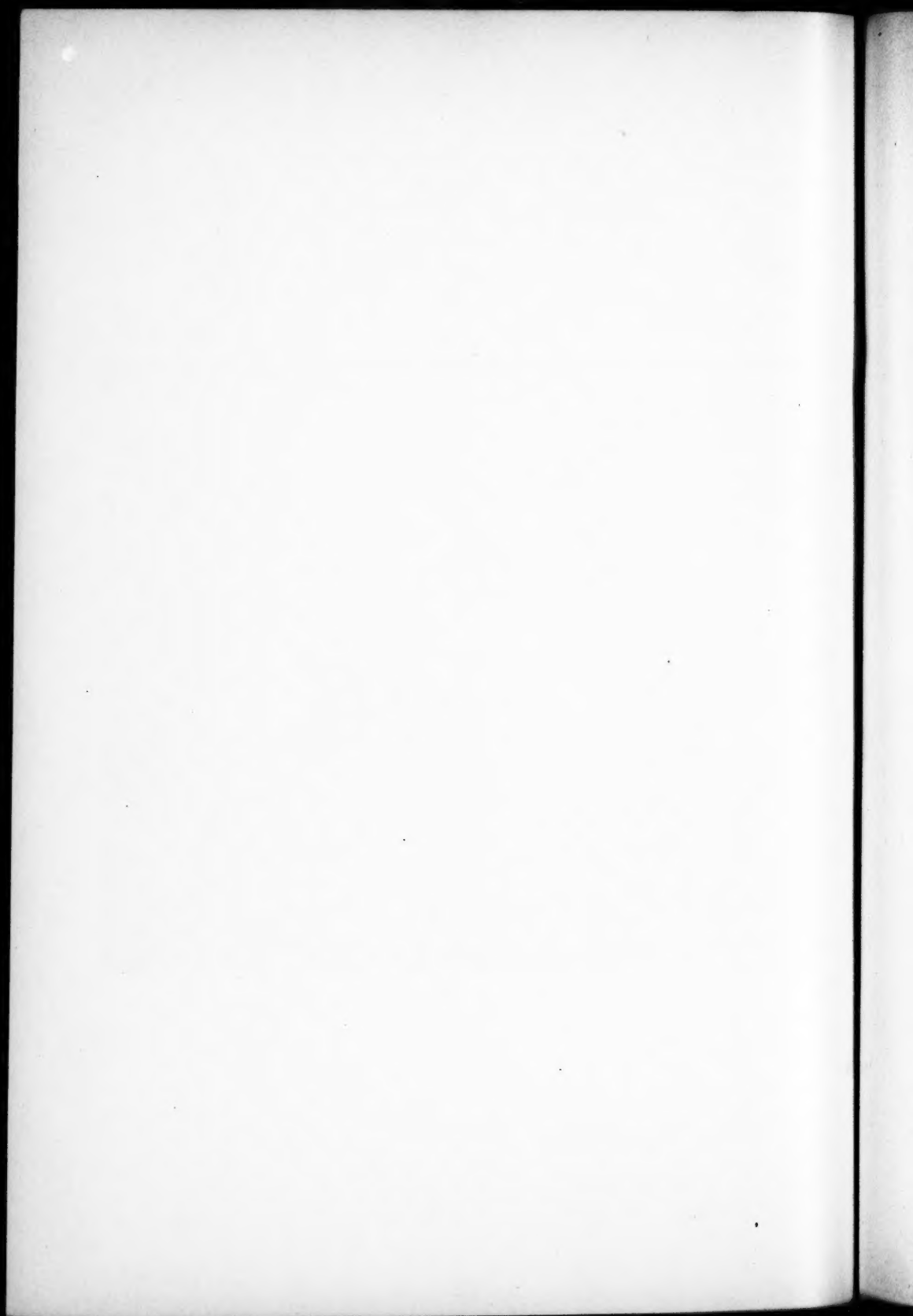
JULY 4, 1820.

"We had hoped to celebrate our great national festival on the Rocky Mountains, but the day had arrived and they were still at a distance. It was not, however, forgotten to celebrate the anniversary of our National Independence, according to our circumstances. An extra pint of maize was issued to each mess, and a small portion of whiskey distributed. The party remained encamped during the afternoon, when the extra allowance of corn was cooked and eaten, and the whiskey drank in honor of the day."

This was the first celebration of the 4th of July that ever occurred in the territory now constituting the state of Colorado, and this exploring party,



THE LOOP OF THE SAGUACHE RANGE—COLORADO MIDLAND.



historically contrasted with the two hundred thousand people who took part in the last occasion of this kind in Denver, consisted of twenty persons, viz: Col. S. H. Long, Commander; J. R. Bell, Captain of the artillery, to act as journalist; W. H. Swift, assistant topographical engineer; Thomas Say, zoologist; Edwin James, botanist, geologist and surgeon; J. R. Peall, naturalist; Samuel Seymour, landscape painter; Stephen Julian, interpreter; H. Dougherty, hunter; D. Adams, Spanish interpreter; Z. Wilson, baggage master; Oakley and Duncan, engagees; Corporal Parish and six privates of the United States Army.

Col. Long, accompanied by Edwin James and others, ascended the mountain, reaching its summit, 14,271 feet high, at 4 o'clock in the afternoon of July 15, 1820. This pioneer-soldier was a native of Hopkinton, N. H.; was born December 30, 1784, and died at Alton, Illinois, September 4, 1864. From 1818 to 1823 he had charge of Government explorations between the Mississippi river and the Rocky Mountains. In 1861 he was chief of topographical engineers of the United States Army. He was therefore one of those to whom Gen. Sherman alluded in the same speech when he said the United States soldiers were the real pioneers of the West, and that the soldiers at Forts Riley, Leavenworth, Dodge, Laramie and other posts, "have done as much for civilization and to make Colorado what it is to-day as any other body of men on the globe, not except-

ing the tillers of the soil or the miners who bring forth from yonder mountains \$60,000,000 or \$70,000,000 a year."

A portion of these national exercises, which lasted three days and to which extraordinary interest and historical significance were added by the presence of Gen. Sherman, consisted of a memorial camp-fire given by the old soldiers of Denver and Colorado. Reference to the names of the speakers upon this occasion will show that not only was the United States soldier upon these plains and in these mountains—Pike in 1806, Long in 1820, Booneville in 1832, Fremont in 1842-3, Sherman, Grant, Logan, Dodge in the fifties—but that the veteran survivors of the war of 1861 are still at the front, upon these plains and in these mountains, as bankers, merchants, lawyers, miners, ministers, judges and governors. The camp-fire thus given in honor of Gen. Sherman—fifty years a soldier—was rendered memorable by the observance of the following programme:

Address of Welcome to "Uncle Billy," by

Gov. Job A. Cooper

Our other Guests.....Mayor Wolfe Londoner

The G. A. R. welcome.....Gen. T. M. Fisher

True Metal in Men.....Hon. N. P. Hill

Then and Now.....Dr. David H. Moore

Gentlemen of the Jury..Hon. T. M. Patterson

Mr. Speaker; I have the floor

Hon. G. G. Symes

The Opinion of the Court is

Judge W. S. Decker

Swords and Spears vs. Plow Shares and Pruning Hooks.....Rev. Myron Reed

The Law and the Soldier...Judge T. B. Stuart

The Surplus; What to do with it

Gen. R. W. Woodbury



Fighting and Farming....Gov. John L. Routt  
Patriotism; What is it?...Judge O. B. Liddell  
Boys, I am glad to meet you again

Gen. W. T. Sherman

General Sherman gracefully alluded to his distinguished, though departed comrades, to Denver, and to the flag, by saying: "I was over these plains in '67. And now there is a thing that I do not think any of the speakers have touched upon. Grant and Logan and myself rode all over here and through the valley which lies before us. We went up on the stage to Black Hawk. Denver had then 1,200 or perhaps 1,500 people, and nothing like a brick

house. What's that? Ah, the governor had one. Yes, now, I believe he did, but it was so small that he had to go outside to pull on his pantaloons. [Great laughter.] To-day Denver will compare favorably with any city in the land in regard to the comforts and refinements of life. You have magnificent public buildings and schools and churches, the latter being large enough, I am told, to contain the whole population. Be content. Do as your fathers did. Love, cherish and adore the flag."

HENRY DUDLEY TEETOR.

## THE AMERICAN RAILROAD: ITS INCEPTION, EVOLUTION AND RESULTS.

### XVIII.

#### THE BALTIMORE AND OHIO IN 1842—ITEMS OF GENERAL INTEREST IN 1842 AND 1843.

THE Baltimore & Ohio is still the headquarters of railroad information and suggestion in the decade now under review, and its sixteenth annual report, issued by President Louis McLane under date of October 1st, 1842, is burdened with knowledge of an illustrative character. The president is pleased to inform the stockholders that since the year 1837 the expense of transportation upon the main line, or "main stem," as he calls it, had been reduced more than one half, and that the cost at the time of making the report, including the expenses of all kind, except interest upon capital, was less than

upon any other road in the United States or in Europe. He had also the pleasure of stating that the road throughout the entire line, was as sound and in as efficient shape, as at the date of the last annual report; that the machinery of all kinds is more extensive and more efficient than at any previous period, and that certain named repairs and improvements of a minor character had been made. The net revenue, including the company's share of the dividend from the Washington branch, amounted to \$204,896.45; being more than five per cent. upon the original expenditure of four millions of dollars,

and nearly three per cent. upon the estimated cost of the entire work from Baltimore to Cumberland, including the machinery of all kinds necessary for the efficient operations of the road.

While the Baltimore & Ohio had been largely aided by state and municipal subscriptions, it had come to the discovery that the blessing was not without its drawbacks. The city of Baltimore had failed in payments of the money guaranteed, which fact taken in connection with the needed extension and improvements, prevented a distribution of profits, as the president and directors would have desired. "It would have been a source of gratification to the board," they say, "if, consistent with its duty in the peculiar and trying crisis in which it was placed during the past year, it had been able to reserve these profits for distribution among the stockholders. This, however, could not be done without, as it appeared to the board, leading to losses and embarrassments far more injurious than a temporary suspension of the annual dividend. Urged by every consideration of public interest, and of duty to the stockholders, to press forward the work to Cumberland, it seemed imperative upon the board to regard that as a paramount object; nor was it apprehended, until sometime in the last winter, that this object would prove incompatible with the annual dividend of the profits. It would not have been, if the resources on which the board was warranted in relying for the prosecution of its work, had not

unexpectedly, and from causes beyond its control, proved unavailing for that purpose. In the course of the winter, however, and after more than \$2,465,000 of the city and state funds had been actually expended upon the work, the city of Baltimore, from a combination of causes, became unable to continue adequate payments on account of her subscription. In this crisis, unless the board had applied the revenue in aid of the city subscription, the work must have stopped, and, as far as the board could discern, for an indefinite period. In that event the road could not have been opened even to Hancock; the debts which had already been contracted and remaining unpaid, would have been promptly demanded, and for these, the revenue, according to the provisions of the charter, not less than any other of the company's resources, was liable."

The board felt warranted in promising that between the 1st and 10th of the month following, the road would be finished and put into operation as far as Cumberland, adding that "this extension of the road west of Harper's Ferry has been accomplished in a style of construction of greater prominence, and of superior appearance, even than at first designed, and at a cost less than the original estimate. . . . The board have every reason to believe that upon this plan of construction, and with the present improved freight engines, general merchandise may be transported from Baltimore to Cumberland, at a rate not exceeding fifty cents

per hundred pounds, and that with the facilities furnished by the extension of the road to Cumberland, passengers may be transported from either Pittsburgh or Wheeling to Philadelphia in thirty-six hours, and at an expense not exceeding fifteen dollars. Between Baltimore and Cumberland passengers may be transported in ten and freight in fifteen hours."

The board feel that, upon the whole, they have made a pretty fair showing, and looking back upon all their difficulties it would be hard to declare that they are in the wrong: "That the observations which the board will feel it a duty to submit in another place may be justly appreciated, it ought now to be remarked that these ends have been accomplished, and the road carried ninety-seven miles during a period of unparalleled disaster in the monetary affairs of the country. That during the same period there has existed not only a great scarcity of money but a general derangement in all branches of business; all public securities have been greatly depressed, and most other works of public improvement have been suspended or altogether abandoned."

Glancing at the railroad map of America to-day, and seeing the many lines that carry from ocean to ocean, it seems strange that less than half a century ago, argument and effort were needed to urge the stockholders of a pioneer line to extend it forward so that the seaboard should have steam communication with that far western point—the Ohio river! Yet the direc-

tors of the Baltimore & Ohio and President McLane met the necessity of extended argument to persuade the public that they were not going beyond sober commercial sense in urging an extension of their line. "It is not to be supposed," they declare, "that so much capital would have been risked and so many sacrifices encountered merely for the construction of a work which should terminate at Cumberland, or be there arrested, without proper exertions to extend it further. The obvious and declared purpose of the men by whom the enterprise was projected, and of the states under the authority of which it has been perseveringly pushed forward, in defiance of the most formidable obstacles, was to open an easy and certain communication with the western waters, and furnish to the intermediate country the advantages of a cheap transportation. It was especially the object of the state of Maryland and of the city of Baltimore to open the shortest and cheapest route to the West, and thereby secure to the city the benefit of the valuable trade with the great valley of the Mississippi; and in prescribing the Ohio river as the indispensable limit of the enterprise, it was clearly foreseen that the object could not be fully attained, if the work should stop short of that point.

"The charters granted by Maryland, Pennsylvania and Virginia, each contemplate the same limit; in each is contained the same express provision that the work shall be extended to the

Ohio river. It would therefore appear to be the duty of the company faithfully to exert all its energies to extend the road in conformity with these grants. To rest content with a shorter limit, or to falter in the undertaking, when by proper exertion it might be carried onward, would not only disappoint the objects of the charters but most probably lead to the projections of other works by which the Baltimore & Ohio railroad, in its incomplete state, might be rendered of little comparative value."

The promise of the directors that the extension to Cumberland should be opened before the 10th of the month following, was made good. From the *Baltimore American* of November 6 we learn of the formal opening, by an expedition over the line by the president and directors, and a few invited guests. "The route from this city (Baltimore) to Hancock has been for some time open to travel. From the latter point to Cumberland, a distance of fifty-five miles, the road is just finished, and for the first time on Thursday, the inhabitants of the wild regions of the Alleghany beheld a train of cars drawn by a smoking locomotive among their hills. The rails are heavily laid, of the best iron, and after the most improved style of construction; and so well graded is the road, and so firmly settled, that its cars rolled smoothly onward, at a velocity unusual even in railroad traveling. The entire distance from Baltimore to Cumberland, one hundred and seventy-eight miles,

was performed, including stoppage, in ten hours; and upon the new portions of the road the rate of speed was considerably beyond the average of the rate on that part of the road between the city and Harper's Ferry, which is constructed with a different rail."

#### STILL SUPPLANTING STEAM.

The ambitious delvers into the secrets of nature, who are determined to find some motive power more efficient and economic than steam, are still at work; as we pass along into the closing days of 1842. The *Edinburg Witness* has discovered an experimenter who proposes to accomplish the desired result by use of the electro-magnet. Under the patronage of the Edinburg & Glasgow railway company, a Mr. Davidson, a "philosophical instrument maker," was employed in a series of experiments "as to the practicability of applying electro-magnetism for propelling trains along the line of a railway. A machine containing six powerful batteries, large magnetic coils, and three large magnets fastened on each of two revolving cylinders, through which pass the axles of the driving wheels, had been constructed, and tested in the presence of the directors." "The ponderous machine, weighing between five and six tons, was instantly set in motion, on the immersion of the metallic plates into the troughs containing a solution of sulphuric acid. One curious phenomenon connected with the motion of this new and ingenious instrument, was the extent and brilliancy of the repeated electric flashes which accom-



panied the action of the machinery. The motion produced, though not rapid, was such as clearly to establish the principle that this agent is adapted to the purpose of locomotion, as a substitute for the steam." At about this time two inventors, Messrs Clogg and Samunda, were exhibiting in Worwood Shrubs, West London, England, the model of an atmospheric railway that was to accomplish the same purpose as claimed for electricity in the above,—supplant steam. An article prepared by the treasurer of the Kingston & Dublin railway, favoring the idea, and addressed to the board of trade, was referred to two eminent engineers, who made a report thereon, declaring that they considered "the principle of atmospheric propulsion as established."

A little later,—in the summer of 1843,—these hopeful inventors were permitted a demonstration of the soundness of their claim, by a test upon the Dalkey line. The statements that follow, are made upon the authority of the *London Mechanics' Magazine*: At five o'clock the leviathan air pump was put in operation, and in sixty strokes an altitude of twenty inches was indicated by the barometer, which shortly afterwards reached twenty-two inches and one-tenth. This was the realization of the most sanguine expectations, and left, it was thought, no room for doubt as to the completeness and power of the machinery, and its capability of producing sufficient vacuum. Each inch of altitude in the barometer-gauge indicated a propelling power equal to

nine tons on a level road, at a velocity dependent on the speed of the air pump piston. "The Dalkey engine working twenty-four double strokes per minute, trains may be moved at upwards of fifty miles per hour." The description of the experiment continues:

"The passenger carriages being attached to the piston, with the engine working at half power and the height of the mercury in the barometer varying from eleven to fourteen inches, the train moved at the rate of a mile in three minutes, and accomplished the distance of a mile and a quarter in four minutes, although retarded at starting and at the terminus by the brakes on the wheels. The result of the experiment was regarded as a triumph. . . . The engine is one hundred horse-power, with an air-pump, double stroke, diameter sixty-seven inches; the diameter of the open pipe is fifteen inches. The open pipe will be nine thousand two hundred feet in length, and the close pipe upwards of twelve hundred. The station at Dalkey is seventy-six feet higher than at Kingston—one in fifty-seven, or ninety-two feet per mile, being the greatest angle of elevation; the main ascent is one in a hundred and fifteen feet, or forty-six feet per mile. It is computed that a train will descend from Dalkey by its own gravity, at the rate of from thirty to thirty-five miles per hour."

It was reserved for a Dublin editor to foresee all the wonderful changes that would immediately follow in the wake of this great invention. "The



success of the trip," he declares, "is not only gratifying, as rewarding the spirited enterprise of the directors, but it is of vast importance in a national point of view. Its success will create a complete revolution in railway mechanics. Railways will be constructed at an infinitely cheaper rate than at present, and maintained in perfect working order at a proportionably less expense. The unsightly embankments and costly excavations which now add so considerably to the expenditure in laying down a line, will not be required to the same extent as at present. Henceforth there will be none of these frightful accidents now of such frequent occurrence, arising from the bursting of boilers and the collision of trains. The same, if not a greater velocity can be obtained by atmospheric pressure; while the economy of construction and working will be infinitely greater; and thus in a country like Ireland, where the want of capital is felt, and where some persons imagine that railways constructed and conducted on the old principle would not prove remunerative, must be productive of the most advantageous results."

Not only was steam to be supplanted by electricity and air, but the chemists were also at work in the preparation of material that should forever do away with the iron rail. One French inventor announced that he had produced a composition that would reduce the cost of rails to a mere trifle: He would replace the iron by a combination of Kaolin clay (that used for mak-

ing pottery and china) with a certain metallic substance, which gives a body so hard as to wear out iron, without being injured by it in turn; 100 kilograms of this substance would cost less than fifteen francs and would furnish two and one-half metres of rail. Another substitute was that described under a patent process discovered by a Mr. Payne, an Englishman, "for preventing dry-rot and decay in timber." This process he proposed to make subservient to railway economy, enabling the roads of the future to be constructed at one-third former cost, "and causing a saving in wear and tear of locomotive engines, carriages, etc., which, in the present embryo state of the invention, it is impossible to appreciate. A line of rails about one-hundred and seventy-six yards long is laid down near the Vauxhall Bridge road, of Scotch fir, with the fibre in horizontal position, on which a locomotive carriage has been running continually for a fortnight—equal to a train running twelve times a day for months on a railway—yet of such metallic firmness has the texture of the wood become, from the operation of Payne's preservation process, that, although a lead colored mark shows plainly the track of the wheels, it remains as perfect as the outside, and not even a saw mark is yet obliterated. The process alluded to above consists in exhausting the wood by the air-pump, and then saturating it with iron and wine in solution, until it becomes petrified and insoluble, increasing in

weight from fifteen to twenty per cent., and becoming impervious to the action of the atmosphere, and entirely incapable of suffering by abrasion."

Despite all these promises, the steam locomotive and the iron rail have as yet bravely held their own.

#### GENERAL ITEMS.

Tracing the line of information once more chronologically, and gleaming minor information of a railway nature here and there, we pass on into the early days of 1843. One of the first indications of that future close union which should be welded between the railroad and the magnetic telegraph, then in the days of its earliest and most unpromising infancy, is found in the permission just granted to Prof. Morse, by the Baltimore & Ohio Railroad Company, to make use of the railroad right of way from Baltimore to Washington for the stringing of his lines; a grant that eventually developed into greater things than even Morse dreamed of.

At a meeting of the Civil Engineer's Institution in London, England, it was admitted that the superiority of American locomotives was incontestable; and the statement made that in a trial on an inclined plane, an American "Bogie" engine, with a cylinder of twelve and one-half inches in diameter, driving wheels four feet diameter, weighing fourteen tons, had conveyed a gross load of fifty-four tons up the incline at the rate of twelve miles an hour, while the best of the English engines, with a thirteen inch cylinder, and weighing twelve tons, drew thirty-eight

tons up the incline at the rate of six miles an hour. It was also stated that the American machines consumed a greater amount of fuel than the English.

The return given by the English roads for June, through the board of trade, showed that the average of speed then attained by the English roads exclusive of stoppage, was as follows: London & Birmingham, twenty-seven miles per hour; Great Western, thirty-three; Northern & Eastern, thirty-six; North Midland, twenty-nine; Midland Counties, twenty-eight; Manchester & Birmingham, twenty-five; New Castle & North Shields, thirty; Chester & Birkenhead, twenty-eight; Birmingham & Derby, twenty-nine. "The foregoing return of speed on the English railway," comments the *New York Journal of Commerce*, "shows an average rate exceeding the rates in this country,—say nineteen to twenty miles an hour. On some of our best roads, with the heavy edge rails, we have accomplished as high rates of speed, to wit, a mile in a minute, as was once performed in England. Our engines have drawn greater loads up higher grades, in comparison to their weight. The great difficulty with most of our roads is that they are too slightly built, from the deficiency of capital in this country." In a report to the London board of trade, in connection with the above, it was shown by several facts "that railways are the safest of all modes of conveyance, and more particularly safe than steamboat travelling." From January 1st to July 1st, 1841, it was shown, only three

people had lost their lives upon railroads from causes beyond their control. The number of passengers travelling was 9,122,000; the distance travelled 182,440,000 miles. The number killed from causes beyond control was one to 3,040,666; while only one passenger lost his life for each 60,813,333 miles travelled.

The line between Detroit and Pontiac, Michigan, was completed in July, 1843, and opened for travel. It was twenty-five miles in length. "On the 4th," says the *Detroit Free Press* of that month, "Gov. Barry, accompanied by several state officers and by his staff, took a ride to Pontiac by invitation of the proprietors, and was handsomely received throughout the route. The journey across the Peninsula, from Detroit to St. Joseph or Michigan City, is performed by this route with great ease and expedition, and the journey to Chicago made in little more than forty-nine hours."

In December, 1843, announcement was made that the unique line of railroad connecting Milan, Italy, and the sea city of Venice would be completed by 1845. Its length was one hundred and sixty-eight and one-third miles, and cost of construction \$10,315,000; or \$61,000 per mile. The waters lying between Venice and the mainland were to be traversed by a bridge over two miles long, constructed with two hundred and twenty-two arches, two strong abutments, and five earth platforms distributed throughout its length. The bridge was then half completed, and

was estimated would cost \$945,000 when finished. "The boldness and good taste of this great work has added much to the reputation of Milani, the chief engineer, who is also engaged in supervising the construction of the road. Locomotives, of English and Austrian workmanship, have for some time traversed about twenty miles of the road in the Venetian territory. The Lombardy section will be finished as far as Treaviglio, in 1844." A treaty was in the same year completed between Genoa and Switzerland, for the construction of a railway from Chambery and Genoa, at the expense of the two governments.

From a published statement made in January, 1844, it is learned that railroad stocks remain a good financial investment, and that the capitalists had little hesitation as to future values. From that statement we glean the following: The New England railroads are managed with great efficiency and strict economy, and the happy fruits of the system are seen in the un-failing profitableness of the works themselves. The dividends for the past six months, just declared by these companies, are as follows:

Roads.	Capital.	Divd.	Amt.	Cur. prices.
Lowell.....	\$1,800,000	4 p. ct.	72,000	130
Worcester.....	2,700,000	3 "	81,000	117
Eastern.....	2,200,000	3 "	66,000	108
Providence.....	1,800,000	3 "	54,000	108
Boston and Maine.....	1,200,000	3 "	36,000	107
Nashua.....	400,000	4 "	16,000	130
New Bedford.....	408,000	3 "	12,000	107
Taunton Branch.....	250,000	5 "	12,500	120
Charlestown Branch.....	250,000	0 "	7,500	68
Totals.....	\$11,000,000		\$357,000	

The statement continues: The Utica & Schenectady railroad has paid a regular dividend of ten per cent. since its completion in 1835. The amount of money received for passengers is over \$3,000,000; the amount of dividends paid more than \$4,500,000 besides leaving a surplus. Capital, \$2,000,000. The Utica & Syracuse railroad, which has been in operation three years, cost \$800,000, and has paid dividends to the amount of \$200,000, or about seven and one half per cent. The receipts for freight, passage, etc., on the Vicksburg & Jackson road for the three quarters of the year ending 1st of July last, amount to \$113,117.66; and the expenses during the same time to \$80,839.82; showing a net profit of \$32,179.84. Buffalo & Attica road: From the 1st of April to the 1st of December, 1843, the number of passengers on this road was 62,484; amount of receipts, \$40,973. The running expenses during the same period were \$12,000; making the net earnings of the road \$28,973,—a little over nine per cent. on \$320,000; its cost of construction. The ten years seven per cent. loan of \$200,000 advertised by the Hartford & New Haven railroad company, was all taken, at different rates of premium, up to three and one half.

A difficulty occurring in the same month of January, led to a declaration by the courts as to the legal status of a railway, that may be worth preserving. One Clement Rochell, of Southampton, Virginia, held large claims against the

Portsmouth & Roanoke railroad company, and not being able to effect a satisfactory arrangement with the corporation, assigned the same to Francis E. Rives, who was supposed to have bought as a speculation. The latter made demands with which the company could not, or would not, comply, whereupon he assembled forty men and proceeded to tear up that portion of the road upon which he held a lien. Several miles were gone before the community learned of his violent proceedings. Volunteers immediately started forth to arrest his further havoc, while others proceeded to repair the injury already done. Rives declared his determination to proceed, whereupon he was arrested, and held to answer for the damage he had already done.

As Rives had already enforced his lien by a regular purchase at a sheriff's sale, he made the defense upon trial that the property was his and he could do as he pleased with it. The case was heard before Judge Pearson, at Northampton, North Carolina, who decided that a railroad was a public highway, and could not be legally destroyed, even by the act of the company itself. The Court held:

"The right of the legislature to condemn private property for the road, as the land over which it runs, the wood, stone, gravel and earth required for its construction and repair, can only be derived from the fact that the road is for a public benefit and is to be used as a public highway. To consider the



road as mere private property is to suppose the legislature has taken the property of certain citizens without their consent, and vested that property in certain other citizens for their individual benefit; whereas, to consider it as a public highway, with certain *incidental private interests*, fully sustains the authority of the legislature to make the condemnation. It is a principle of the common law, which expands and adapts itself to new cases as they arise, that whenever the public has a right and that right is invaded, the offender is liable to indictment; and in the case of a railroad constructed like the one under consideration, by a joint stock company, although the company has a private interest, that interest is *incidental*—is secondary—and must be enjoyed so as not to defeat the paramount object, and one which is essential to the creation and existence of the road—the *public right*. If, therefore, the company should take up the whole or any part of the road, not with a view to repairs or to replace it with better materials, but with a view to obstruct and hinder the public in the use of it, it would fall within the principle, and the individuals offending would be liable to indictment. This broad proposition is decisive of the question."

In regard to the title which passed by the sale of the sheriff, the Court decided:

"Waving all objections to the mode in which the sale was made, the Court is of the opinion that no title passed, because the superstructure therein

used and constituting the road was not subject to execution sale. It is clear that nothing can be sold under execution, which the debtor himself cannot sell. The company may sell the materials before they are laid down, but as soon as they become a part of the road, the *public right attaches*, and neither a company nor a purchaser can tear up and remove that part of a public highway without violating the law. Admitting that the president and directors, if they see proper to violate their charter and subject themselves to indictment, have the power to tear up the road and can then pass title to the materials, it by no means follows that the title can pass upon the severance; still less that the law will lend its aid, and pass title by a judicial sale to property which the debtor cannot sell without being liable to indictment, and which in this instance the company cannot sell without violating its duty to its creditor, and thereby forfeiting its existence.

"It is said that the company, having incurred debts, will not by the principles of our law be permitted to hold property which creditors cannot reach. The company, at the time of its creation, agreed to perform certain services to the *public* after its creation; it incurred liabilities to individuals; as both cannot be discharged, the right of the public must be preferred, because it is first in time and first in importance, and because the individuals who gave credit did so with a full knowledge that the company had this public duty to



perform, and one claiming under a creditor has no right to complain because he is not permitted to do that which would prevent the performance of public duty. The Court, therefore, upon the first count, also decides against the defendant. The defendant is fined the sum of twenty-five dollars, and will be in custody until the fine and costs are paid."

The fine was fixed at this low sum, because the Court was satisfied that Mr. Rives acted under the advice of counsel, and there was no reason to apprehend that he would repeat the offense.

#### RAILROAD PROGRESS THE WORLD OVER.

A brief review of the progress of railroad building up to that date the world over, appears in the *New York Courier and Enquirer* in September, 1844. In the German states twenty-five lines were already completed, twelve nearly finished, and seventeen projected; with 152 completed for every million of her inhabitants, while France had but 16 to each million, Belgium 50, Great Britain 85, and the United States 277. Great Britain had 49 lines completed, of 1,716 miles in length, at a cost of \$300,000,000; built entirely by private enterprise, with the exception of \$670 per mile, per annum, paid by the government on the principal lines for the transmission of mails. Ten per cent. dividend was the return upon the main lines, the most profitable being then the Stockton & Darlington, used mainly for the carrying of coal "at one penny per ton, per mile," netting

fifteen per cent. per annum, and shares selling at £260 for £100 paid in. The railways then projected in Great Britain and Ireland exceeded 2,500 miles. France, despite the ambitious plans we described some pages ago,—laid aside, however, in an election excitement—had realized as yet only 560 miles. "Several years," says the writer quoted, "have been spent in discussing the question and mode of aiding private enterprise, in preference to the construction and management of railways by the government. For the privilege of transmitting the troops and munitions of war on favorable terms, the French government now propose to procure from individuals the land for the right of way, and to grade the railroad ready for the superstructure, which the corporations, under the charter, are to furnish with the iron rails, engines and cars. A moderate interest is then first allowed to the corporations from the net receipts of the road, on their disbursements. The additional gain is then divided between the stockholders and the government."

Belgium had 342 completed miles, constructed by the government for commerce and for military defense, all radiating from Malines, paying five per cent., managed "very expensively," with many objections from the public as to their management and accommodations. Prussia, as has been shown, was rapidly introducing the new improvement under a liberal system, partially aided by the government. Russia, in 1837, had only one short

railroad, eighteen miles in length, connecting St. Petersburg and a neighboring watering place. "It was constructed by Chevalier de Gerstner and his associates under a liberal charter from the Emperor, as a pattern railway. It was straight, the government setting the example, to yield the grounds through a fortification and the gardens attached to the palace of the Emperor, to effect this object." That line was then paying eight per cent. "The Emperor has a road in the course of rapid construction, superintended by American engineers, extending from St. Petersburg to Moscow, four hundred miles in length. Another from the same point, upwards of one thousand miles, extending to the Caspian sea, with branches to the Black sea, and in other directions, designed for military attack and defense." From Vienna there were two routes; one by the Danube, and the other by the Trieste. "From Paris a railway is to run to Lyons, and from thence to Marseilles, on the Mediterranean. This route through France, connects London with the present route to India, via the Nile, Cairo and Suez, and the Red sea. It is designed to improve this route by the immediate construction of a railway, which has been surveyed from Cairo to Suez. The distance is only eighty-four miles. Sixty-seven miles are as straight as an air line, and what is remarkable, the engineer, M. Gallow, finds the route gravel and pebbles. It is the route supposed to have been adopted, in their flight, by the children of Israel. Des-

potic Spain and Portugal are still blanks in the railway system, both, however, are beginning to turn their attention to the subject, and thus enlighten their people."

"The United States," concludes the writer, "proportioned to her capital and her 18,000,000 population, has advanced more rapidly with their railways than the whole of Europe. She has 5,000 miles completed, and in use, paying about five per cent. We have a number of miles in the course of construction, and at least 10,000 miles of railways projected. We have expended on railways \$125,000,000."

But all this wonderful activity the world over, was not the result of any definite commercial demand; speculation was rife; and although the United States had passed through its most heated speculative stage, culminating in the panic of 1837, the Old World was entering upon a season of like character. Careful and conservative men upon both sides of the sea were alarmed at the tendency of the day, but the mass looked only upon the bright side, and believed that the day of golden returns had only come. "The last English papers," says one American writer, in May, 1845, "state that railroad projects continued to be submitted to the board of trade for their approval, preparatory to going to parliament. In many so sanguine were the parties of success, that a high premium was paid for the shares even before it was known whether they would be approved or rejected. In one case especially, that of

the London & York project, consisting of sixty thousand shares, the premium was £20 per cent., equal to about \$6,000,000, although dependent for any value wholly upon the decision to be made by parliament. In another the announcement of the board of trade produced an immediate effect on the price to the extent of four hundred thousand dollars. . . . The French chambers were engaged when the last packets left Havre, in measures for preventing, if possible, the gambling, or *South Sea* tendency of the rage for railroads. . . . The first effect of springing all these immense lines of railway upon the world, is to create so unusual a demand for iron, an expensive ingredient in their construction, so far beyond what has ever yet been supplied by all the iron works of the world, that the price of the article has rapidly advanced in both Europe and America, and iron works are being put in blast on every hand."

From an able and thoughtful article\* that appeared in midsummer of 1845, we gain a clear idea of the actual phases of this commercial excitement, and of the height to which the fever had run. "Few would form any adequate idea," says the writer, "of the railroad mania now prevailing in England, without examining the public journals of that country. They are literally filled with contests for the right of constructing routes, and all the members of parliament are pannelled off into committees

of three or four, which are designated Group A, &c., until the alphabet is exhausted, and then commence with Group AA, &c., and go on until they are nearly exhausted again,—and before these respective groups a preliminary hearing of the merits of each application is had, the parties for and against the application feeling counsel, and summoning witnesses who are examined upon oath, touching the whole concern, to the feasibility of the project, and interests it will effect. Noblemen in many cases make furious defense of their parks, their pleasure grounds, and their ancient manors, which these excavations sometimes sadly disfigure. Established routes of railroads and canals, as well as localities that are to be injured by any new proposed rail route, muster and systematically concentrate all their influence to meet and defeat the application. Circulars are published calling upon all such interests to exert themselves to get those members of parliament, whom they can influence, to be sure to be in attendance by such a day, which is fixed for a hearing, and decision on report of the committee, or group, that in the meantime will have the question under examination.

"The main topic which just now agitates the greatest number of existing interests, or railroad companies, and on which they have summoned all their influence to be present on the 17th of June, on which day it was to come up for discussion on the application of the applicants for a new great western railway, on which a warm de-

\* Niles' National Register, vol. 68, p. 299.

bate was anticipated, was the application of some of the new companies to use a 'wide gauge' instead of the usual gauge or width for the rail track. Numerous experiments have been and are yet being made to test the comparative advantages of the two widths. From a careful perusal of the London papers in our possession upon this point we conclude that the wide gauge decidedly has it, and that the old companies have mainly to rest their opposition to an undoubted improvement, upon the inconvenience to which it will subject them, to accommodate their cars and tracks to connect with such roads as may be allowed to adopt the improvements, or on the confusions which different gauges must produce.

"Not half satisfied with the railroads which they succeeded in getting the permission of parliament to gridiron their own island with, the capitalists of England are lending a friendly hand to their neighbors across the channel in maturing projects for paving France with iron rails. We see a number of their projects advertised in the London papers, in which the parties agree that half the capital may be furnished by British shareholders. The French chambers, as yet, have evinced more caution in granting railway privileges than the British parliament have been able to exercise. The conservative members of both governments are alarmed at the impulse which is directing such tremendous sums into a single train of speculation, and earnestly endeavored to avert a catastrophe, too

apt to be the result of such a fever. Yet they have granted railway privileges that will require a heavy outlay to complete.

"The London *Morning Herald* manfully battles for the railroad era, for railway interests and railway expenditures in preference to spending millions in foreign wars and subsidies. In the paper of the 17th ult., we find their contemporaries are combed by them: 'Our doleful contemporary, the *Morning Post*, is sadly alarmed at what it is pleased to call the wilder (than France) madness and cupidity of British speculation in railroads. Now in this alarm we cannot participate, it being our misfortune to differ from our contemporary upon the danger of railroad speculation. Of course we do not, nor, as we believe, does the *Morning Post*, speak of those who buy railroad shares to sell them again—that is essentially gambling, as much so as betting at hazard or *rouge et noir*—but of persons engaged in that kind of *bona fide* speculation which men pursue when they lay their money out upon land, labor and iron trams with an expectation of being remunerated by the profits of traffic. Now, so limiting railway speculation, we contend that scarcely any investment of capital can be more prudent for the individual, or anything like so beneficial to the public. Railroads may in many cases fail to realize very extravagant hopes, but *they will always be worth something* to the shareholder; and we need not say how beneficial they must be to the community, what-



ever the profit to the owners. We do not advise anybody to invest his whole property in a railroad, however profitable, any more than we advise anyone to risk his all upon a single cargo; but we certainly would not dissuade a friend who might be at a loss for some means of turning superfluous money to account, from adventuring it in a reasonably hopeful railroad.' "

The article above quoted \* furnishes a pertinent and illustrative quotation upon the same theme from the *Boston Post*, of a few days previous: "In England, at the present time, the all-engrossing subject of speculative action, either in the stock market or the House of Commons, is to devise and carry through some new railroad scheme, or at least get into script and then sell out at a profit. So far from railway commissioners affecting any practical benefit or relieving parliament from the labor of investigation; the members were overwhelmed with an avalanche of railway bills, and on the 25th of May there were sixty-five bills pending before eighteen committees, which projects were approved by one thousand peti-

tioners, and upwards of two thousand witnesses were under examination. Thirty-six other railways stood in that day's order for reports, besides many others which were liable to be thrown out for non-compliance with standing orders. In group X there were ten bills, the London & York having the call, and a single case cannot be finished in a month. In group DD there were fourteen more bills, some of which involve the disputed question of wide and narrow gauge, and one bill alone has occupied a fortnight, two days being devoted to the examination and cross-examination of Robert Stephenson. Other committees were being appointed for twenty-four other railways, and so great was the demand for committeemen that it was seriously proposed to send the sergeant-at-arms to Ireland, and drag the recusant Irish members into the committee rooms to undergo their share of railway examination. In a committee of which the celebrated Macauley is chairman, a cross-examination of one engineer lasted three days and a half, as all the points of railway science were thoroughly gone into."

J. H. KENNEDY.

\* See Niles, Vol. 68, p. 300.

(To be continued.)





Engraving of Robert B. M. T.

Chas F. Mayer



## THE RAILROAD MEN OF AMERICA.

CHARLES F. MAYER.

When Charles F. Mayer, in December, 1888, was selected as the official head of the great Baltimore & Ohio system, the Baltimore *American* voiced the general opinion when it said of him: "No better man could have been selected. There is no one in this city whose judgment is more thoroughly respected, whose business training is more mature, whose executive ability is more conspicuous. As a financier Mr. Mayer ranks as high in the estimation of this city as any of its citizens. He is a man of great industry, a worker who makes others work, a far-seeing, careful, conservative executive, who has proved his capacity in the management of one of the largest and most successful coal companies in this country. His personal merits as a man and as a citizen, his devotion to the interests of the city and state, are well known and need no praise. He will unquestionably make a good president."

Even the briefest review of Mr. Mayer's life and labors will establish the justice of this newspaper verdict. He comes of a family in which have been long recognized those qualities that ensure success and command respect. The first of that family to settle in America was Christian Mayer, who located in Baltimore shortly after the

Revolutionary War. He was one of the founders of the German Society in 1817, and its first president. His son, Charles F., was a distinguished lawyer and public man of Maryland, a prominent Whig, a state senator, and as chairman of a joint committee of both houses, was the means of settling the trouble between the newly organized Baltimore & Ohio Railroad Company and the Chesapeake & Ohio Canal Company, that ensured that great iron highway an outlet to the West.

Lewis Mayer, the father of Charles F. Mayer, the subject of this sketch, was also the son of Christian Mayer, as was also Col. Brantz Mayer, a paymaster in the United States navy, and a *litterateur* well-known in American letters. Lewis, who died in the prime of a brilliant manhood, was educated in one of the best continental universities, and was a cultured and accomplished gentleman. He was no less noted for his business talents than for his mental culture, and was among the pioneers in the development of the anthracite coal regions of Pennsylvania, where he and many of his relatives were large land owners.

Charles F. Mayer was educated in Baltimore, and at an early age entered the counting-house of his uncle, Fred-

erick Konig, who was one of the large importing merchants of his day. He at once manifested a great aptitude for business, and before he was of age was sent as supercargo to the western coast of South America, on one of the last trading voyages fitted out in Baltimore for that coast. Returning to this country after an absence of near two years, he became the head of the establishment in which he had received his business training, and until 1865 continued to conduct a large and successful business. In that year he withdrew from an active partnership in the firm, and in company with a number of other prominent gentlemen of Baltimore, purchased and undertook to develop one of the valuable gas-coal basins of West Virginia, for which purpose they organized the Despard Coal Company. Mr. Mayer occupied the office of vice-president, and afterwards president, in which position he had charge of the management of the company's affairs.

In 1871 was formed the house of Mayer, Carroll & Co., miners and shippers of coal, which, under that name and later that of Davis, Mayer & Co., became one of the largest and most influential firms in the city.

In 1877 Mr. Mayer was elected president of the Consolidation Coal company, and of the Cumberland & Newark R. R. Co.

The Consolidation Coal Company is one of the largest and most important corporations in America; mining over one million tons of coal in a year; having a capital of ten million or more;

and owning its own steam colliers and wharves at Locust Point, Hoboken and on the Chesapeake & Ohio canal at Cumberland and Georgetown. Mr. Mayer found in the management of this great enterprise a field commensurate even to his matured powers, and his work therein was such as to show him capable of meeting the requirements of even greater responsibilities should they be entrusted to his hands.

Other important interests of Baltimore and Maryland had felt the touch of his genius, and received the benefit of his great financial skill. He became president of the Cumberland & Pennsylvania Railroad Company; president of the Susquehanna & Tidewater Canal Company; a director in the Western National Bank of Baltimore; a director in the Eutaw Savings Bank of Baltimore; a director in the Baltimore Steam Packet Company; trustee of the Church Home and Infirmary; a member of the vestry of St. Paul's Episcopal church; and in other ways needless to mention here, has he made his influence felt for good upon the business and social life of Baltimore and the state.

Mr. Mayer's direct connection with the Baltimore & Ohio Railroad Company began in November, 1887, when he was elected a member of its board of directors; although he had had much to do with it and its affairs in time past, as a close connection, had held between it and the Cumberland & Pennsylvania Railroad—of which he was president—for many years, the







*Wm C. Bullitt*

Cumberland & Pennsylvania giving the Baltimore & Ohio its main coal traffic. Mr. Garret and Mr. Mayer had been close friends for many years. As soon as Mr. Mayer became a director of the Baltimore & Ohio, he was made the chairman of its executive committee, and from thence had a voice in its financial and mechanical management. And, as was said in the beginning, the popular decision was that the best possible choice had been made, when, on December 19, 1888, he was formally made the official head of this great railroad organization. The record he has already made in that position has fully proved the wisdom of that choice, and, as one has well said, has shown him fit to "sit with the other able men who are at the head of the great trunk line systems of the country."

In all the essentials of a great railroad manager, Mr. Mayer is well supplied. Energetic and active in every movement; determined and aggressive; himself a tireless worker, who inspires all those about him to their best exertions; a man of action rather than words; with rare financial genius; quick to see an opportunity, and with the courage to make it his own; he is yet ready to receive the advice of others, and to render unto every man and every conflicting interest its proper due. In private life he is firm and unwavering in his friendship; has helped many to better themselves in many ways; while his charity is great and flows through many channels little known to the world.

#### WILLIAM CHRISTIAN BULLITT.

THE history of the Bullitt family has been so closely identified with that of Kentucky, and its sons have had so prominent a part in connection with some of the main episodes of its development, that the life sketch of one can hardly be given without a glance at those of his name and race who preceded him.

In that valuable publication just given to the public, "Historic Families of Kentucky,"\* several pages are devoted to the record of the ancestors of

William Christian Bullitt, introduced by these words: "The Bullitt family has long been seated in Virginia and Maryland, tradition assigning to it a French origin. The first of whom the writer has definite knowledge were three brothers who lived in Fauquier. One of these brothers was the father of Thomas, Cuthbert, and Neville Bullitt, who came to Kentucky at a very early day. Neville was a farmer, and lived in Jefferson county. Thomas and Cuthbert were among the very first to engage in mercantile pursuits in Louisville, amassed large fortunes, and became the ancestors of Alexander C.

\* "Historic Families of Kentucky." By Thomas Marshall Green. Published by Robert Clarke & Co., Cincinnati, 1889; p. 150.

Bullitt, the well-known editor of the New Orleans *Picayune*; of the wife of the heroic Phil. Kearny; of the family of the late Dr. Wilson, of Louisville; of Col. William A. Bullitt; of the Weissengers, and others."

Another descendant of the family originally located at Fauquier, was Alexander Scott Bullitt, who also came to Kentucky in his early manhood, and by his own force of character, even more than by his family influence, rapidly rose into prominence. He was a member of the convention of 1788; a member of the convention of 1792, which framed the first state constitution; was president of the convention of 1799, which framed the second constitution; continuously speaker of the Senate from the establishment of the state until 1800; the office of lieutenant-governor having been created by the second constitution, in 1800 he was chosen to that position, and continued to preside over the senate until 1804—"a robust, solid, sensible, strong-willed man." His last public service was as a member of the legislature, from which he retired in 1808.

Alexander Scott Bullitt was married in the fall of 1785 to Priscilla Christian, the daughter of Col. William Christian, a gallant soldier whose tragic death at the hands of the Indians, on the North bank of the Ohio, is one of the many deeds of death recorded of the early days in that region. Of the several children born to this union, was William Christian Bullitt, whose part in the public and private life of Kentucky was one of honor and usefulness.

He was born at Ox Moor,—his father's farm in Jefferson county,—on February 14, 1793. His father died in the year 1816, and bequeathed him the family homestead, upon which he lived the greater part of his life, and which he still owned at the time of his death. Choosing the profession of law, he devoted himself to its study with that thoroughness that was one of his characteristics, and was admitted to the bar at Louisville, in December, 1812, when not yet twenty years of age. He practiced with unusual success until 1817, when, because of a challenge to a duel sent by him to Hon. Ben Hardin, he was prevented from further practice, under a state law which made the sender of a challenge ineligible to practice in the state courts. But this restriction was removed in a few months by an act of the legislature, and he returned again to a career in which he had already won success, and proved himself the possessor of those qualities sure to win even greater rewards in the future.

But the law soon proved too great a strain upon a naturally delicate constitution, and early in 1820 Mr. Bullitt retired from the bar and settled upon the home-farm where his boyhood had been so happily passed. Here he gave an oversight to the management of his farm, and at the same time kept pace with the movements of the outside world. He ever took a deep interest in politics, but carefully held himself aloof from public life, the only office ever accepted by him being that of a member of the convention of 1849,

which formed the present constitution of Kentucky. He was a great lover of books, and took a special interest in all matters relating to history. On September 1, 1819, Mr. Bullitt was married to Mildred Ann Fry, daughter of Joshua Fry, who was one of the best known of the early traders of Kentucky. At the outbreak of the Civil War Mr. Bullitt removed his home to Louisville, where he lived during the remainder of his life. On August 28, 1877, he died, in his eighty-fifth year, his wife following him on July 12, 1879. Of the children born to their union six survived them: Hon. Joshua F. Bullitt, of Louisville; John C. Bullitt, of Philadelphia; Thomas W. Bullitt, of Louisville,—all of whom are well known and successful lawyers;—Henry M. Bullitt, a farmer; and Mrs. Sue B. Dixon, wife

of Hon. Archibald Dixon, of Henderson, Kentucky; and Helen M. Chenoweth, wife of Dr. Chenoweth, of Jefferson county, Kentucky.

Mr. Bullitt was possessed of many of those qualities which made his ancestors famous in the annals of early Kentucky, and have won fame and success for his sons. Clear, strong sense, a determination of purpose that carried any desired course of conduct to the end, perfect honesty and candor in all his dealings with men, and an inherent sense of justice were among his most distinguished characteristics. While he cared little for society in the general meaning of the term, he was social in his nature, and his home was one of the most hospitable in a state where hospitality is looked upon as one of the cardinal virtues.

## VERSIONS OF THE BIBLE.

### HISTORICAL ACCOUNT OF THE MORE IMPORTANT VERSIONS OF THE BIBLE, BEFORE THE DISCOVERY OF PRINTING.

#### I.

THE nations of the world possessing anything like an organized government have ever had writings bearing upon the spiritual relations of their people. Among the more important of these writings may be named the Vedas of the Hindus, the teachings of the Confucious of China, the Koran of the Mohammedans, and what is known as the Hebrew and Christian Scriptures. These several writings have a most

suggestive history, but as the latter have a special interest for all who know their influence, in this introductory paper it is proposed to refer only to them; and at the same time nothing but a compilation will be attempted.

In the early centuries, what in our day is termed the Bible, was known as the Sacred Writings, the Holy Scriptures, and by other phrases of similar significance; nor was it until the fourth

century that this collection of writings received the name by which it is now known throughout Christendom. Chrysostom, bishop of Constantinople, and one of the most illustrious fathers of the Church, was the first to give the name of Bible to the various books of the Old and New Testament.

According to Ripley the number of the books and their grouping have varied in different versions, thirty-nine appearing in our English Bible. Jerome counted the same books so as to equal the twenty-two letters of the Hebrew alphabet: Judges and Ruth; the two books of Samuel; two of the Kings; two of the Chronicles; and the twelve minor prophets, making five books. The later Jews of Palestine counted these twenty-four. As to their order the Masoretic arrangement, which is that of our Hebrew Bibles, is very ancient. The Greek speaking Jews varied from those of Palestine, and their arrangement is preserved in the Septuagint, which is followed in the Vulgate and in our English Bibles, an order not according to chronological succession, but made with a view to grouping similar classes of composition together, the historical being placed first, the poetic next, and the prophetic last. The Apocalypse, or the Revelation of St. John, is the only book in the New Testament of a strictly prophetic character. It was written shortly after the death of Nero, and whatever may have been the opinion of heathen writers as to the inspiration of the books of the Bible, we have the

testimony of Papias of Sardis, Melito, Eusebius and others, that this book is inspired. Justin Martyr and Irenæus quote the Apocalypse as the work of the apostle John; and the third council of Carthage, in 397, admitted it into the list of canonical books. On the other hand Dyonisius, bishop of Alexandria, undertakes to prove that it was not the work of the apostle John who lived in Asia, and he bases his opinion upon the fact that the Apocalypse is absent from the ancient Peshito edition. Semler, De Wette, Ewald, Lucke and other exegetical writers have tried to prove that this book and the Gospel of John could not have been written by the same author, while Baur, Hilgenfeld, and others of the Tübingen school, ascribe the Apocalypse to him but not the fourth Gospel. Dana says that the Johannean origin of both the Apocalypse and the fourth Gospel was, on the other hand, vindicated against the critical schools by Hengstenberg, Godet, Hase and Niermeyer. In the opinion of the former the Apocalypse is a progressive representation of the entire history of the Church and the world, and therein may be found references to nearly every great event of the Christian era; such as the migrations of nations, the reformation, the pope, and the French revolution. Able advocates for the preterist mode of interpretation have been found in Grotius, Bossuet and Calmet, who say that the Apocalyptic visions have been fulfilled in the time which has passed since the book was written, and they refer principally



to the triumph of Christianity over Judaism and paganism.

Ewald, Bleek, Stuart, Lee and Maurice declare that the "seven heads" are the seven emperors, and as Galba was accounted as the sixth of the emperors, the fifth was Nero, who would return as the eighth. Certain English writers believe that (with the exception of the first three chapters) the book refers to events which are yet to come. For ten centuries men have been studying the authenticity and arrangement of the constituent parts of the Bible, and the text of the Old Testament has already passed through many revisions. The books, as is well known, were first written on stone and papyrus rolls, and the old Hebrew characters used are found on the coins of the Maccabees. After the return from the Babylonish exile, the ancient Hebrew was modified by Aramaic chirography until it took the square form of the Palmyrene letters. After a time the words were separated from each other, followed by a division into verses; then the necessity was felt of breaking up the text into sections. In this division the book of the law was made to consist of six hundred and sixty-nine parashes, which (in the absence of the headings) were known by the most prominent subject in each. The text thus written was most carefully guarded, and in copying nothing could be added, nothing taken away. Rules were made in regard to the manner in which the manuscripts were to be written, and those rules were absolute. In the

Masoretic period, reckoned from the sixth to the eleventh centuries, the ancient manuscripts were critically collated and the notes of the Masorites were recorded in separate books. Since this period scholars have labored to elucidate the Masoretic text, and the manuscripts of the Pentateuch have been revised. In July, 1881, the writer published in the *New York Observer*, a list of Bibles translated, copied in manuscript, and printed in early times; but it is not possible to make such a list complete.

The chronology of the period of history in which these manuscripts were written is, to a certain extent, involved in uncertainty, as dates were seldom given by the sacred writers. The scribes may have supposed that in the matter of chronology, the truth could easily be ascertained by such means as were at the disposal of those for whose immediate benefit those writings were made. The transcription of these copies scattered throughout Europe, Africa, Ethiopia, Syria, Persia and China, was chiefly the work of monks to whose laborious pens we are indebted for the preservation of the Scriptures through the darkness of the Middle Ages. The original copies, both of the Old and New Testaments, have nearly all disappeared, and the oldest manuscript known, as yet preserved, is of the fourth century after Christ. These Biblical manuscripts are usually divided into the Hebrew and Greek, of which the latter are more numerous, and include only the New Testament. The

form of the letters varies, sometimes they are all capitals, and manuscripts so written are called *uncial*. These are the oldest, while *cursive* writings, in which the letters run on, being often joined, with no capitals except as initials, belong to a later age. Greek manuscripts are in the square form, and though doubtless rolls like the Hebrew existed in very early times but few of them have been preserved. The writer has one which contains only the book of Esther, and which probably dates back to a very remote period of time. McClintock states that the most ancient manuscripts are without any separation of words. At the beginning of the fifth century, and probably earlier, a dot was used to divide sentences. The older manuscripts are generally incomplete; a few originally contained the whole Bible, some the New Testament, and others only certain portions of it. Manuscripts where the original writing has been almost or altogether obliterated, and other matter substituted, are called *Codices Palimpsesti*, or *Rescripti* (palimpsest manuscripts), that is manuscripts rewritten. When the text is accompanied by a version, the manuscripts are termed *Codices Bilingues*, or double tongued: These are usually Greek and Latin, and in a very old manuscript the Latin translation is likely to be that in use before the time of Jerome. In the British Museum are several remarkably interesting specimens of Greek manuscripts, dating from the tenth to the fourteenth century.

One of these manuscripts, the *Codex Alexandrinus*, presented to king Charles I, contains the greater portion of the Old and New Testaments, and is supposed to have been written in the fifth century. Polycarp's Epistle to the Philippians was written, says Jacobson, shortly after the martyrdom of Ignatius, 115 A. D. Its genuineness, though disputed by writers of the Tubingen school, is now conceded. Its tone is hortatory, and there is great profuseness of quotation from the apostolic writings. Polycarp, bishop of Smyrna, suffered martyrdom about 167 A. D., and a tall cypress on Mount Pagus, overlooking the city of Smyrna, marks the spot where, when entreated to save his life by reviling Christ, he said "Eighty and six years have I served him, and how can I blaspheme my King, who has saved me?" One hundred and thirty-five years later, and the "*Hexapla*" made its appearance. This was the celebrated edition of the Septuagint text of the Old Testament, in six parallel columns of the original Hebrew, the Hebrew text in Greek letters, and in the four versions by Aquila, Symmachus, the Septuagint, and Theodosian. Of this we have only fragments, edited by the Benedictine Montfaucon. Origin was the author of this great work, which he originally prepared as a *tetrapla*, giving four columns only, with the marginal notes, and marks indicating variations, additions to the texts, and retrenchments.

Further research makes it apparent that in 360 A. D., Ulphilas, or Ulfila, bishop of the Goths, translated the

Holy Scriptures into the Gothic language. He was educated in Christianity, and acquired a knowledge of both the Gothic and the Greek languages. His success was so great in converting his people to Christianity, that Athanasius became alarmed and instituted persecutions, which resulted in Ulphilas leaving the Goths, in the year 350. He was accompanied by a large number of converts, and received permission of Constantius to settle at Necropolis. Here the Gothic colony flourished for a time, until new persecutions occurred, when the colony was broken up. A century later the Visigoths and the Ostrogoths adopted Christianity, as the result of this good bishop's labors. He was the great apostle of the Goths who adopted his creed, Arianism, which consisted of a denial that the Son was co-essential and co-eternal with the Father. Happily after the reunion of the Lombardians with the Catholic Church in 662 Arianism as a sect ceased to exist. It was during the period of quiet life among the Goths (after they had received from Aurelian the province of Dacia where they settled) that they were converted to Christianity. It was also during this period that the division sprang up between the Ostrogoths living along the shores of the Black Sea, and the Visigoths, on the banks of the Danube in the Dacian provinces—a division which maintained itself through the rest of their history. In all the numerous conflicts of the Goths with the Roman emperors they drew

their spiritual nourishment from his translation of sacred writ. When Theodosius convoked the Council of Constantine (383) for the purpose of establishing a reconciliation between Arianism and the Nicene creed, then it was that Ulphilas was declared a heretic. This prolific writer, whose translation of the Bible was the oldest of the Teutonic languages, died in Constantinople the same year. This translation shows that the Gothic language, although closely related to the Icelandic, Anglo-Saxon, old High German, etc., occupied an independent position. A manuscript of Ulphilas' version, written in letters of silver, has been found in the Abbey Verden, and from the style of writing it received the name of "*Codex Argenteus*." In the monasteries, which existed in the early days of the Christian Church, many of the monks were employed in the transcription of the acts and teachings of Apostolic times, and the church has been from time immemorial the vigilant guardian of the sacred Scriptures. In some cases this copying was done from memory which on account of daily repetition would not be difficult. These manuscripts give to modern Biblical scholars the text upon which they rely in their studies of the Bible.

Dr. Tischendorf discovered in the convent on Mount Sinai, and obtained for the imperial library at St. Petersburg, the remarkable *Codex Sinaiticus*, which contains the entire New Testament, and portions of the Old; it is probably a product of the fourth century.

In the Vatican library at Rome is a copy of the *Codex Vaticanus*, believed to have been written in Egypt. It contains portions of the Old and New Testaments, and this also was probably written during the fourth century. The *Codex Ephraemi* consists of portions of the Old and New Testaments, over which (the original writing having been partially erased) some works of Ephraem, the Syrian monk, were written. This was a custom not uncommon, owing to the scarcity of parchment or other material. It is assigned by Tischendorf to the fifth century. The *Codex Bezae* was procured in 1562 from the monastery of St. Irenæus at Lyons, France; and it is supposed to have been written in the fifth or sixth century. In the seventh century Aldhelm, an English divine, translated the Psalms. He is reputed to be the first Englishman who ever wrote in Latin. He led an exemplary life, and history states that during the days of barbarism in which he lived, he frequently attracted the notice of his parishioners, and secured their attention by mingling ballads with grave exhortations.

680 A. D. Anglo-Saxon. The Golden Gospels of Henry VIII, *Evangelia Latina*, folio, MS. on purple vellum, written in *gold uncials*, in double columns; bound in old English red morocco. Presented to Henry VIII of England, in 1521, as is recorded on a leaf of purple vellum inserted at the beginning, and bearing the royal arms of England. This presentation probably took place about the time that the

King received the grant of the title of "Defender of the Faith." This MS. is a noble and most precious volume and is (as Quaritch, the owner, truly says) of imperial magnificence. A large inscription in gold on the edges, written at the time of its presentation, reads thus: "*Intus ornatio quam foris.*" This manuscript is believed by Prof. Wattenbach to have been written for Archbishop Wilfred of York, between 670 and 680, and he has had confirmation of his conjecture from the great archæologist, De Rosse. There are some Biblical explorers who think that this MS. was written at the court of Charlemagne about 780, because of certain forms of punctuation supposed to belong to that time and place, but it is quite probable that the custom was merely derived by the Frankish scribes from Alcuin and the Anglo-Saxon writers. The pecuniary value placed upon this precious volume by its possessor is ten thousand dollars, but its worth cannot be estimated by money. The writer will here venture to say that if Mr. Robert Lenox were living, that Bible would not long remain in England.

In the year of our Lord, 735, Bede, a monk, surnamed "Venerable," translated the book of John. Of his writings, all of which were in Latin, the most celebrated were his commentaries on the Scriptures, and his ecclesiastical history, from the time of Julius Cæsar to his own age; the material for which he collected from the annals of convents and ancient chron-



icles. Bede quoted much from sacred writings which he had impressed upon his memory, and his translation of the book of John, is believed to be among the earliest on record. Edfried, bishop of Lindisfarne, in the year 790 translated the Gospels, and in the British Museum is a positive evidence that his translations of the Bible in the vulgar tongue were made at this early period. Nennius, the supposed author of "*Historia Britonum*," a Latin history of Britain from the arrival of Brutus, the Trojan, to A. D. 655, displays in his history of the Britains a wonderful knowledge of the Bible, but his quotations do not give evidence of the translations made use of by him. Afric, an Anglo-Saxon ecclesiastic in the tenth century translated a portion of the Old Testament, and the manuscript is yet preserved in one of the great libraries of Europe. Orm also compiled in verse an English harmony of the Gospels, to which he gave the name of "*Ormalum*." Alfred the Great, king of the Saxons in England, born in Berkshire 849 A. D., was a convert to Christianity, and after his battle with the Danes he converted the Danish king, Guthrum, held by him as a prisoner. Alfred was distinguished as a scholar as well as a patron of learning, and he translated the Psalter from memory. Freeman describes him as a saint without superstition, a scholar without ostentation, a conqueror whose hands were never stained with cruelty, a prince never cast down by adversity, never lifted up to insolence in the day of triumph.

The Jews called the first five books of the Old Testament *Torath Musheh*, or the Law of Moses. In the compilation of the Pentateuch, Vitranga, Simon, and Le Clerc, state that use had been made of documents of an earlier date. Astruc, a French writer of the past century, maintained that in Genesis and Exodus there are traces of original documents, characterized by different names of God, the one by the name of Elohim and the other by the name of Jehovah. This view, known as documentary hypothesis, was also adopted by Eichhorn. Hupfold, a German theologian, gave expression to the opinion that there is a third work, by a younger Elohist, and the three works combined by a fourth writer, called by him the "*Redactor*," into the present Genesis. Ewald, Knobel, Noldeke and Schrader combine both theories, and state that they find traces of more authors and of more than one general revision. Nearly all the theologians who suppose that the Pentateuch received its present form at a comparatively late period, admit that portions of the book are undoubtedly of Mosaic origin. Hengsteuberg, Havernick, Drechsler, Ranke, Nelte, Keil, Douglas and Bartlett, defend the Mosaic authorship of the entire Pentateuch, and hold that any other supposition is inconsistent with the plenary inspiration of the Bible.

As has already been stated, the apographs of originals existing at the present time are of great antiquity, and the Hebrew rolls which were used in



the synagogue, worship, are written with great exactness. The skins of clean animals, specially prepared, and fastened together with strings, also taken from clean animals, represented the material upon which the chirographers labored. The one in the possession of the author of this paper is in the square Chaldee letters, without vowels or accents, and as it is of considerable length, it is rolled around a cylinder. The writing is in columns, presenting, so to speak, separate pages to the eye of the reader, as he unrolls the manuscript. The nucleus of our present Bible was what might now be called the Jewish Bible; at once the history, the code of laws, and the sacred book of the nation. It was expressly commanded by Moses before his death that it should be read aloud to the assembled Israelites once in seven years, in the Jubilee year, at the Feast of the Tabernacles; and it was preserved with the utmost care and reverence, by the side of the Ark of the Covenant in the Tabernacle. These parchment rolls vary in size, and one at the British Museum if unrolled and laid upon the ground would occupy a space seventy-six feet long and two feet two inches wide. The art of writing was known and continually practiced in Egypt prior to the time of Moses, and that great law-giver is said to have been learned in all the wisdom of the Egyptians. When then the stirring events of the Exodus occurred, when a nation was to be organized, laws to be made, and customs to be established;

it is a moral certainty that such a man would take care to chronicle passing events, and to have his laws a written code. The alphabet used by the Hebrews was probably of Phœnician origin, and from these ancient Phœnician characters those of many other languages would seem to have been derived. Although the Phœnician characters are of great antiquity, yet it is evident that alphabetic characters were in use before that time. Take for example the Moabite alphabet, in which appear rude likenesses of the things signified by the names, and made use of by an agricultural people from whom they must have passed to the Phœnicians. The Phœnician alphabet, so far as we can trace it upwards, comprised twenty-two letters, and the inscriptions were from right to left. There were the same number in the Hebrew, as can be seen by the alphabetic Psalms. This was the basis of the Egyptian hieroglyphics, and the monuments of Egypt are covered with paintings exhibiting warlike and domestic scenes of many animals, astronomical and geographical figures, plants, instruments, utensils, together with a great variety of imaginary forms of winged snakes, griffins, etc. Some of them yet remain perfect in color, and those seen by the writer in the temple of Aboo Simbel, above the Second Cataract of the Nile, appeared as fresh and beautiful as if they had been the work of yesterday.

This is owing to the fact that the temple was cut into the heart of the solid rock, and the hieroglyphics were not

therefore exposed to the action of the winds. The mysteries of this language were revealed by the discovery of the Rosetta stone, at Alexandria; and the

Moabite stone found at Dibon, adds most remarkable testimony to the truth of Bible record.

CHARLES W. DARLING.

*(To be continued.)*

### A COLORADO NATIONAL PARK.

Two years ago, late in the month of September, the "soft twilight of the slow declining year," four friends, bound on a trip of hunting and pleasure, climbed the mountain immediately north of Glenwood Springs. The second day brought us to the "Flat Top" mountains, a wild, rugged, scenically grand region. The recently fallen snow had driven down the large bands of elk and deer that frequent this region in the summer, but their tracks were visible on every hand. Descending from the "Flat Tops," we entered a valley of most fascinating beauty. The land on either side, richly covered with trees, rose up in gentle slope to an elevation of over ten thousand feet. Our horses walked on a thick carpet of mountain flowers and mountain grasses. Through the valley's centre leaped in wildest glee, a rushing, laughing mountain stream, until it gladly yielded up existence by a plunge into the bosom of a placid mountain lake. Our whole day's journey led us past rushing streams and nestling lakes until, late in the afternoon, there suddenly burst upon our sight that vision of beauty known as "Trappers' Lake." I cannot describe it. About four miles in length,

one and one-half miles in width, of the coldest, purest water, the rising shores covered with the densest possible growth of spruce, pine and aspen, the great grim mountain castles beyond, their roofs whitened with snow. To me it is the finest lake that my eyes have ever beheld. The famed lakes of Italy, with their gay colored villas, their olive and vine clad hills, I should liken to the bejewelled court ladies represented in the paintings of Titian and Paul Veronese. The lakes of Switzerland, their shores dotted with inviting hotels and substantial villages, I should compare to the buxom, thrifty housewives of the Swiss republic. "Trappers' Lake" I should liken to the ideal Indian maiden, the pure, untainted, heaven-kissed child of Nature.

"With him dwelled his dark-eyed daughter,  
Wayward as the Minnehaha,  
With her moods of shade and sunshine,  
Eyes that smiled and frowned alternate,  
Feet as rapid as the river,  
Tresses flowing like the water,  
And as musical a laughter;  
And he named her from the river,  
From the waterfall he named her,  
Minnehaha, Laughing Water."

The state of Colorado is rich in nearly all that nature can give, but I

had always ascribed to it poverty in one direction, poverty in its supply of water; yet every day that I spent in the vicinity of "Trappers' Lake" revealed new streams, new lakes, new sources of water supply—all beautified by the presence of towering mountains and primeval forests. This is one of Nature's great laboratories for the production of water, and I believe that this region, if properly protected, could supply water for all domestic purposes for the whole state.

After my vacation was over, and my mind again and again reverted to the singular beauties and great practical value of this region as affecting the economy of our state, the thought occurred: What if, with exception of the future natural influences, it could be forever preserved just as I saw it? Would not every consideration—practical, benevolent, æsthetic—emphatically dictate its preservation? Ought not immediate steps be taken, before it is defaced by the saw-mill and the mining shaft, to convert it into a great National Park?

I had heard that several gentlemen, prominent in the state, had visited the "Trappers' Lake" region, and with them I placed myself in communication. To my astonishment I learned that all of them had independently been thinking of the same plan, and my surprise culminated when, not many months later, the energetic, faithful, far-seeing Forest Commissioner of our state approached me to consider this very proposition of a National Park.

The immediate result of this movement was a memorial presented to Congress by the general assembly of the state of Colorado—which I shall read:

HOUSE JOINT MEMORIAL.

"To the Honorable Senate and House of Representatives of the United States, in Congress assembled:

"Your Memorialists, the general assembly of the state of Colorado, respectfully represent:

"That in the northwestern part of this state, to wit: in Garfield county, including small portions of Routt, and Eagle counties, there lies a tract of unsettled and unoccupied plateau or table lands, commonly called the White River Plateau, described as follows: (Here follows the description.), the whole containing about 1,254,000 acres.

"That said lands are heavily timbered with spruce, pine, cedar, aspen and other evergreen and deciduous trees, interspersed with a rank growth of underbrush, vines and grasses; that there are many creeks and living streams, and some rivers, that find their source from the perpetual snows lodged in the abundant timber and upon the peaks of this plateau, which flow into the Grand, Yampa and White rivers, as also innumerable small and few large lakes, all well stocked with fish, principally brook trout. That much wild game; such as deer, elk, antelope, mountain sheep, black bear, mountain lions, etc., as well as small game, inhabit this tract the year 'round, making it the best hunting grounds in the state, if not in the Rocky Mountains; that

there are several mountain peaks and numerous canons and valleys in this section, which, together with the dense woods, the many living springs, lakes and running streams, render it an extremely beautiful and picturesque spot, especially well calculated for a National Park.

"That the lands herein described are not mineral lands, and being at an altitude of from ten to eleven thousand feet above the sea, cannot be used for agricultural purposes.

"That all of said tract is unoccupied, with the exception of very few, perhaps half a dozen, settlers near the outskirts, and is generally unsurveyed.

"That the citizens of this state are desirous of having said tract of land converted into a National Park, and the timber and game thereon preserved from wanton waste.

"That this body has been voluminously petitioned to this end from all sections of the state, and by reason thereof have likewise memorialized Congress to take some action in this behalf.

"THEREFORE, Your memorialists, the general assembly of the state of Colorado, strongly urge your honorable body to make such provisions as shall constitute and create of the lands herein described, a National Park, to be known as the Colorado National Park."

The United States possesses, at present, two so-called National Parks; in reality, only one, because the "Yosemite" is too small to be properly called a park. It is only six miles long

by from one-half to one mile wide,—hardly as large as our own "Garden of the Gods." The "Yellowstone National Park," in 1872 by Congress "reserved and withdrawn from settlement, occupancy or sale under the laws of the United States, and dedicated and set apart as a public park or pleasuring ground for the benefit and enjoyment of the people" is somewhat larger than our proposed "Colorado National Park." It measures sixty-five miles from north to south and fifty-five miles from east to west, whereas our proposed park measures fifty-five miles from north to south and forty-five miles from east to west. The "Colorado National Park" would offer one great advantage over the "Yellowstone" in that it will, within a year, be close to the main line of continental travel and will hence be much more accessible. Roughly speaking, I can best indicate its position by saying that it is bounded on the south by Glenwood Springs, on the east by Egeria Park, on the west by Meeker, and on the north by Haden and Yampa.

With this introduction, let us consider the great question: Wherein would lie the value of such a National Park?

I fancy that there are few intelligent Americans living to-day who have not some faint inkling of the fact that forests, by their influence on the humidity of the air and of the soil, by the great evaporation of moisture from their countless leaves, have a direct bearing on climate and water supply. The headwaters of our great streams are



made by and in forests. Hence our necessity of forest protection. The British Association, at one of its meetings, adopted, among others, two conclusions which exactly fit our case :

I. "That in a country to which the maintenance of its water supplies is of extreme importance, the indiscriminate clearing of forests around the localities whence those supplies are derived, is greatly to be deprecated." Does not that especially apply to Colorado?

II. "That especial attention should be given to the preservation and maintenance of the forests occupying tracts unsuited for other culture, whether by reason of altitude of peculiarities of physical structure." Does not that especially apply to the conditions of this proposed National Park?

I shall not speak, because I could not do so in measured terms, of the disgraceful, sweeping destruction of the forests of our country. It has been declared "doubtful if any American state, except perhaps Oregon, has more woodland than it ought permanently to preserve." Certain it is that in our state, where the forest land is limited, and where the supply of water is of such tremendous moment, that there should be a unanimous movement in favor of protecting this great forest and this great water-laboratory by converting it, for all time, into a National Park.

Furthermore, this region is especially fitted for the perpetuation of our mountain game, affording them summer and winter ground. No one who knows how rapidly our state is filling up, who

knows with what reckless, improvident disregard of the future our game is slaughtered, but will appreciate the sad fact, that, unless we provide some such natural preserve for game as this proposed National Park, there will, before many years, exist not an elk nor a deer in Colorado. The same fate will befall the elk which befell the buffalo. To my mind, the extinction of the buffalo is a national disgrace just as the destruction of our forests is a national calamity.

As regards the buffalo, I feel that our fathers, by neglecting to preserve them for our pleasures and our sports, have deprived us of our natural birthright. It would have redounded to the glory of their memory, if the great men of our country, the Websters, Clays and Calhouns had lifted up their eloquent voices in behalf of the protection of the buffalo. Let us not make it possible for our children to cast on us the reproach which we deservedly cast on our fathers, but let us, so far as our influence extends, act energetically in behalf of the preservation of our existing species of mountain game, by affording them the protection of such a National Park. There is more than one value in hunting. Emerson says : "Any relation to the land, the habit of tilling it or mining it, or even hunting on it, generates the feeling of patriotism. He who keeps shop on it, or he who merely uses it as a support to his desk and ledger, or to his manufactory, values it less."

Another consideration : As time goes



on and our country is filled by ever-increasing millions of inhabitants, one of the rare, most highly prized sights of the future will be the sight of the forest primeval, the forest undefiled by the material struggles of man. If to the forest primeval be added the beauty flowing from rushing stream, limpid lake and lofty peak, the sight will be hallowed indeed. Such a region is, and for the pleasure of our posterity, ought always to remain, the region of our contemplated National Park. In those wilds

"There is not lost

One of earth's charms: upon her bosom yet,  
After the flight of untold centuries,  
The freshness of her fair beginning lies."

Suppose that, in to-morrow morning's paper, we were to read that some wretch had entered the Royal Gallery in Dresden and had cut one of the cherub's heads out of the great "Madonna di San Sisto" painting by Raphael. What a cry of bitter rage would sweep throughout the civilized world. In contrast, how little would it stir our indignation if we were to read that the lumberman and the miner and the hunter for market had begun to destroy the natural beauty about lovely "Trappers' lake." And yet the "Madonna di San Sisto" was the work of a young man, a genius it is true, but none the less a man. It is not presumptuous to suppose that coming time will yet bring us an artist even greater than Raphael. The incomparable beauties of our proposed National Park are the work of the great, eternal Artist of the universe.

It is one of his masterpieces. His servant of Nature, with all her magic cunning and her countless forces has been working at its perfection since the first day of creation. It is a work of Divine genius. Once disfigured, once destroyed, it will never exist upon this earth again. The love of the beautiful, the duty to hand down what is beautiful to the unnumbered generations to whom we shall be forgotten ancestors, should make sacred to us the task of enriching our country by the preservation of this park. The beauty of nature is not wasted even in a political sense. Burke says: "To make us love our country, our country ought to be lovely."

The future will develop the need of such solitary haunts, such pathless forests far more than the past. The tendency in our country, as in almost every country, is to draw men into the cities. The cities are proving irresistible magnets to the energetic and ambitious among men. Life becomes more and more artificial. The struggle for existence grows more and more keen. The material pulse of the world beats faster and faster. It is almost impossible now and will become more and more impossible to escape from the newspaper, the railroad, the telegraph and the telephone. Such a great National Park will set a needful barrier to our intense civilization. It will provide a haven of perfect rest for the over tired worker. In the great forests, Mother Nature takes to her kind bosom her fever fretted child. One of the poets sings:

"If thou art worn and hard beset  
 With sorrows, that thou wouldst forget,  
 If thou wouldst read a lesson that will keep  
 Thy heart from fainting, and thy soul from  
 sleep,  
 Go to the woods and hills. No tears  
 Dim the sweet look that Nature wears."

The American is a child of the present. He has too little respect for the past, too little regard for the future. Our history goes back but a century. The father, the grandfather, or, at best, the great-grandfather of most of us was an emigrant. We have as yet, no ancestral love for the soil. We have no historic monuments. Few of us have been rooted to any one spot for more than one generation. Our country is vast and we have been wanderers upon its face. The present, with its pressing demands, has altogether absorbed us. We have looked neither backward nor forward. We must rise above this level. We must learn to revere the past, to consecrate ourselves to the future.

"The present is enough for common souls,  
 Who, never looking forward, are indeed  
 Mere clay wherein the footprints of this age  
 Are petrified forever."

In our all-eager rush for material prosperity, we have need to keep in mind that there is something higher.

"And what if trade sow cities  
 Like shells along the shore,  
 And thatch with towns the prairie broad  
 With railways ironed o'er."

Man may be better housed, better clothed, better fed, but will he be a nobler, happy being? Must not every opportunity be given in the future to

lead our descendants back to the enjoyment of Nature, and through Nature to the reverential contemplation of the great Spirit above Nature? Will not such a National Park be a tremendous agency in this all-desirable direction?

I know the urgent, clamorous, selfish demands of those who look to their immediate personal profit. If any voice was raised in behalf of the buffalo, you may be sure that it was drowned by the impatient cry of the buffalo-hide trader. If any men are to-day ranging a herd of cattle upon the "White River Plateau," you may be sure that they will speak in angry, loud-voiced opposition against our National Park.

Yet the higher, nobler considerations should and must win. We here to-day are speaking not in our behalf, but in behalf of our posterity. An English thinker has said: "An awful privilege and an awful responsibility, that we should help to create a world in which posterity will live." We Americans should learn to cultivate what, for want of an appropriate word in our language, I should call posteritism. I define it as a sacred regard for the highest welfare of posterity. I heard Dr. Adams, the president of Cornell University, tell that while in England, driving with the wife of one of the great English publishers, she said: "Mr. Adams, I understand that, in the United States, you plant a great many elm trees." "Yes," said the Doctor, "we do. We consider the elm one of the most beautiful and most desirable trees." "But," said the lady, "the elm lives only two

to three hundred years. The oak will live eight hundred, a thousand years, or more. So we in England prefer the oak." Now there is what I call posteritism, the quality of looking, with beneficent regard, far into the distant future,—a quality, as yet lacking, among the Americans. Posteritism, rightly interpreted, contains a whole religion. Mankind's hope of an immortality beyond may be an illusion. On this earth every life, in a sense, is immortal. The wave of influence from every life, noble or ignoble, flows on in ever-widening, ever-weakening circles forever. The greatest woman of our century has expressed it:

"Oh may I join the choir invisible  
Of those immortal dead who live again  
In lives made better by their presence. So  
To live is heaven."

Posteritism demands the creation of this National Park. In fancy the voices of millions yet unborn calling to us from the womb of time to protect this masterpiece of Nature, this vast pleasure ground intact and undefiled for their enjoyment and their benefit. We answer them by saying that unless a majority of the Senators and Representatives of the United States are dead to all considerations of posteritism, we will protect it.

I know the indifference which our memorial will meet from the average Congressman,—of how little import-

ance he will consider it as compared with some party theme, as compared with satisfying the personal demands of some influential politician among his constituents. Yet I have faith that there are representatives in the halls of our National Legislature who will grasp the far reaching beneficence of such a movement and who will support it with eager, zealous interest. I have faith that delegates to the national council from our own state will especially seize the vital importance of this matter, and that they will labor faithfully, loyally, for its successful accomplishment.

Every higher consideration urges the establishment of this park. Every good citizen of Colorado, every good citizen of the United States, ought to feel an interest in it. It is to be a benefit not to our state alone, but to the whole nation. Enthusiasm, exerted in behalf of right ends, can accomplish everything. Let us be enthusiastic in this matter. Let us with enthusiasm appeal to the better part of man, let us, under the flag of posteritism, make honest, faithful endeavor, and success will crown our efforts to secure to ourselves and to all that come after us the unnumbered blessings which will flow from this proposed Colorado National Park.

LOUIS R. EHRLICH.

## ROMANCE OF THE OIL REGIONS.

It was stated in a recent newspaper dispatch from Franklin, Pennsylvania, that a movement had been set on foot in that city, having for its purpose the celebration of the thirtieth anniversary of the striking of the first oil well by Col. E. L. Drake. "It will be just thirty years," the dispatch continues, "on the 20th of next August since the first oil well was completed on Oil Creek, near Titusville, and it is proposed by the producers to celebrate this event in the history of our country by a celebration commemorative of it on a most gorgeous scale, in which all the producers in the country will be asked to participate."

In case Franklin and her neighbors carry out this ambitious and patriotic programme, there will be no lack of themes upon which her orators, eulogists, and poets can display their fervor and expend their zeal. The oil country,—from Pittsburgh to Bradford, from Erie to Titusville, geographically,—and from Col. Drake to the latest prospector, historically,—is full of incidents of the most romantic character; tales the like of which no body of men could tell the world over; whether seeking or losing riches in the golden era of California, the diamond mines of South Africa, or the deep mineral dungeons of far Siberia. Said a close observer

of men and events to me at Bradford only a day ago: "You can come here and write a fairy story for every day of the year; only your fairy stories will be the truth, and the stranger they are, the more surely will they tell of that which has happened."

In the olden days of the world, cities came by centuries of growth; and by centuries of waste and wear they passed away. Here, when the modern Alladin touches his lamp and causes the light therefor to spring from the earth, houses and habitations spring up in a day; the people to fill them surge in from the four points of the compass,—a city comes as by magic. When the wild flow of the liquid wealth ceases, and the dry earth lies motionless under the sun, the people melt away as they came; all that can be carried or hauled goes to some new centre of activity; all the rest is given to fire, to the storm, or to the rot, and a city has gone into air and nothingness as completely as did the fated castle of old:

"Once the Castle of Chalus, crowned  
With sullen battlements, stood and fowned  
On the sullen plain around it;  
But Richard of England came one day,  
And the Castle of Chalus passed away  
In such a rapid and sure decay.  
No modern yet has found it."

Where are some of the great oil cities that came up in an hour and as sud-



denly passed away? A recent writer tells us how they come into being: To-day a new resident secures a location for a house; to-morrow, the lumber is on the ground and the carpenters, with limited tools, are at work. Next day the roof is on; and usually in a week or two the family is at home. Then the paper hanger comes with muslin and paper for the walls and ceilings, which he deftly decorates. He paints the doors, the frames and windows. So, if you call in a fortnight after the house was begun, you will admire the lace curtains, the pretty pictures, and the taste displayed. From this suddenly created home you may enter those of the petroleum princes, who reside in luxurious dwellings costing from ten to fifty thousand dollars. And here is a phase of the shifting scenes in the region. The dwellers of these homes are from time to time changing houses. Slippery fortune bids the once poor producer to rest his well-oiled limbs on the cushions of the prince, who reluctantly yields, to wear the yoke of his neighbor. And as the dwellings are erected, so are the stores, hotels, churches, theatres and saloons. To all of which there is attached a certain dash of liberality and brightness not seen in towns of slower growth. The hotels are the great centres in a town at the front. They become as alive with humanity as the tenements of the Bowery. Whiskey is dispensed from bars of considerable length to drillers, contractors, teamsters, land-sharks, producers and speculators—all jammed

together. Especially is this true in the winter, when business is transacted with a freedom that would make a Yankee shudder. Lands are leased, contracts for drilling are made, machinery is sold, while a halo of tobacco smoke mingles with the laughter and general confusion. When the hour for sleep comes there is no complaint even though the occupants of the beds "turn over" at a given signal. Generally, oil men are in a good humor in a new district—perhaps because each man expects to make a big strike.

Take Pithole, for instance—a page out of the Arabian Nights, read by the light of Pennsylvania oil in the middle of the nineteenth century. Back in the wooded hills of the northwestern portion of the state, the site of that ephemeral city was, in the spring of 1865, an untrod wilderness; three months later ten thousand people were jostling each other to gain possession of a few feet of land, and eager and half-crazed in their endeavor to secure a portion of the flowing wealth. The story of this sudden creation of an oil metropolis is best told in the language of one who was an interested witness of it all: Early in January of that year, the United States Petroleum Company, which was organized in the spring of 1864 by J. Nelson Tappan of New York, Frederick W. Jones, James Faulkner and I. N. Frazier, drilled an oil well on the Thomas Holmden farm, in Cornplanter township, Venango county. A flow of oil exceeding two hundred and fifty barrels per



day was found, and this subsequently increased to more than nine hundred barrels. This caused great surprise, as several imperfect tests of the region had been made some time before. Mr. Tappan and Mr. Frazier, in whose honor the first well was named, were confident that oil in paying quantities could be found in a fourth sand; which up to that time was thought did not exist. Leases of land were purchased upon the Thomas Holmden, the Walter Holmden, the Blackmer, the Luther Woods, the McKinny, the Hawthorth, the Van Wyck, the Tyrrell, and the Heckert farms. With the exception of a few cleared fields, this territory was almost unbroken forest. Pithole creek, a rocky, precipitous stream, ran through the centre of the purchases. New wells were at once started along the valley of the creek, and upon the flat portion of the Thomas Holmden farms. The company's office was at Plumer, a half day's hard riding distant, and for several weeks the officers and employees were compelled to sleep in a rude cabin in the forest, and carry their provisions from Oil City and Titusville. Encouraged by the success of the Frazier well, other ventures of a like character were made by other parties. On June 3, the Homestead Well No. 1, which was drilled on the Homestead farm, began to produce oil in large quantities. Speculators waited in almost breathless suspense. Two weeks later, on the Thomas Holmden farm, Well No. 1 confirmed Mr. Tappan's predictions, and began flowing at a tre-

mendous rate. On June 19, three days afterward, Well No. 2 threw oil over the top of the derrick.

Then the rush began. Thousands poured in from all directions. The place was a wilderness; of lumber there was none, and money could not buy shelter anywhere. Only three buildings stood in the vicinity—the Widow Lyons' log-cabin, a small frame building occupied by the Thomas Holmden family, and another small structure on the Walter Holmden farm. But the seekers after oil could sleep out of doors, if need be, their chief concern being the lack of lumber from which derricks could be built, and the difficulty of hauling steam engines, boilers, and ponderous drills over the mountain roads from Titusville and the Miller farm. But houses sprang up as by magic. By July 1 a long, narrow street was laid out on the Thomas Holmden farm, and a few scattered yellow pine buildings sprang up, along both sides of the way. The streets that followed each other into being were full of stumps and stones and logs, but in the view of oildom, were regarded as quite passable roadways.

As well after well began to pour its flood of oil into the general production, the excitement increased. Men from all parts of the world—adventurers, speculators, capitalists from Wall street, miners from the Rocky mountains, oil producers, workmen, soldiers and sailors, jostled and elbowed each other in a mad search for wealth. Merchants went into business under awnings,

hotel keepers served meals in the open air and rented bunks in buildings containing little more than floors and sides. The town grew to its full size in six weeks, by which time its post-office business was second only to that of Philadelphia and Pittsburgh, was the possessor of three hotels that cost two hundred thousand dollars, and had, before the end of the summer, some fifty hotels of various sizes and material. In January, 1866, the town was at the height of its prosperity. It had a municipal organization, banks, churches, daily papers, water works, theatres, two telegraph offices, pipe lines, plank roads, and a narrow gauge railroad to Oleopolis and Oil City. Another line was graded to Reno, but was never finished. All was rush, excitement, business and hope; and the future was bright with promise of a permanent city upon this oddly-found corner of the wilderness.

When the crash came, it fell with a startling suddenness. A recent visitor to the now deserted site of what was once Pithole, had the conditions of things made plain by a decrepit old man who had been left high and dry on the rocky hillside when the great wave of human interest fell away: "This rotting beam is all that is left of the Bonta house, a noble structure. Down there, where you see a wood-chuck burrowing, stood the Chase house, the best hotel in northwestern Pennsylvania. The post-office occupied one of its big corners, and a noisy crowd of oil princes filled its scores of

rooms. Right across the street, where a sapling grows, a murder was done, and just above is where the first woman in Pithole shot herself through the heart, in a fit of remorse. A short distance below—there's a cow munching dry grass there now—stood the Methodist church, dedicated with great pomp by Bishop Simpson. There was Murphy's theatre over that pool of water, machine shops, pipe line offices, the railroad station, hotels, and as for the big wells—the land all around here was covered as thick as trees with them. What do you see now? Here and there the blackened end of a length of iron casing sticking a foot above ground—that is all. Everything is gone now—buildings, derricks, tanks, machines, tools, men and money. The town lasted two years, and then faded away, until to-day there is nothing left!"

And so the story might be repeated a score of times—a legend written in the sand. *Sic transit gloria Oleopolis!*

Yet between the first gush of the pioneer well, and the echo of the last torpedo exploded to force a final and unwilling drop from the exhausted earth, millions of dollars have fallen into the grasp of the fortunate few, some to lose as swiftly as they have won, others to hold as safely on, and retire to a life of assured ease and comfort.

What a series of graphic life-histories might be made, had one the time and willingness to take up and follow all these tangled threads!

Look at these few, gleamed at ran-

dom from the histories of oildom: Take E. L. Drake, by whose exertions the wonderful riches of the Pennsylvania oil region were opened—rich at one time, and living at last in poverty, and eased in his old age by the generous gratitude of the state for which he had done so much; Capt. A. B. Funk, who turned from lumber to oil, and died rich beyond his most sanguine expectations; Henry R. Rouse, who gave eighteen months of intense activity, with grand financial results, to the development of oil territory, and whose horrible death in a hell of burning oil, forms one of the early tragedies of the oil regions; Lewis Emery, Jr., now of Bradford, the owner of thirteen hundred wells, and the plucky opponent of the Standard monopoly, at every possible turn of its devious career; Dr. W. B. Roberts, by whose genius and far-seeing sagacity the torpedo was brought into the use of man, to force old earth to greater contributions for the use of man; J. L. Grandin, the pioneer oil man of Tidioute; Adnah Neyhalt, who paid a visit of curiosity to the oil regions in the early days, and remained there, to become one of the master-spirits in its great enterprises; E. B. Grandin, whose early specialty was in leases, and whose "Coquet Well," became one of the noted things of its day and neighborhood; S. D.

Kearns, whose sudden plunge from great wealth to poverty, is an example of the changing fortunes of the times; C. D. Angell, of whom the same might be said; Marcus Brownson, who commenced his career as an oil producer in 1866, and has reaped golden rewards from that venture.

What romantic incidents can be gleaned from the lives of John C. Bryan, George H. Dimick, George H. Nesbit, James S. McCray, F. W. Andrews, William H. Abbott, thrown from the upper portions of the wheel of fortune, to the lowest; of those upon whom fortune has shone with a not withdrawn face—of Asher D. Atkinson, John L. McKinney, Col. R. B. Allen, Charles Hyde, John Fertig, John W. Hammond, and hundreds of their like; of George H. Bissel, Orange Noble, Dr. F. B. Brewer, William D. Robinson, George V. Forman, Henry Harley, O. M. Roberts; to say nothing of the Standard oil projectors, who have reaped a golden harvest from every yield of oil, and are now adding millions upon millions in other fields of the world's work

One chapter only touches the outer edge of this great field of investigation; it would take volumes to tell the story in full.

JAMES LANAGAN.

## THE BANKS AND BANKERS OF COLORADO.

WILLIAM SHARPLESS JACKSON.

Two hundred and fifty years ago—A. D. 1646—Anthony Jackson lived at Eccleston, Lancashire, England. From this remote ancestor William Sharpless Jackson, Esq., of Colorado Springs, derives his lineage without a break in the chain.

As the intervening generations have come and gone—meanwhile migrating from one country to the heart of another—there have been four memorable family seats, Eccleston, England; Albion Cottage, County Kildare, Ireland; Harmony Grove, Chester county, Pennsylvania, and Colorado Springs.

Pictures of Albion Cottage and Harmony Grove are illustrations of a "History of the Jackson Family," published in 1878, in commemoration of the landing in this country and settlement at Harmony Grove, in 1725, of Isaac Jackson, son of Anthony, of Eccleston.

It is said that Eccleston contains a considerable number of good residences, "pleasantly nestling in trees and evergreens; that the place looks so cheery and comfortable that many a traveller's heart must have yearned toward it; and he must have thought that it was such a calm, friendly nook he would like to shelter there at the end of life's struggles." Are not these

words of Thackeray descriptive as well of Colorado Springs?—The beautiful city whose streets are avenues amidst incense and flowers, whose homes are sequestered in shrubbery that Shennstone might have envied.

"Over the hills of pain—  
There lieth Italy"

is the saying of many a tourist, for pleasure or for health, as he walks beneath the skies that bend so low, so blue, with the broad, sweet sunshine all about that mantles with glory as it descends the celestial hills encircling this Florentine city in the mountains of Colorado.

Harmony Grove, says the History of the Jackson Family, is an old fashioned but comfortable structure; the western third, of stone, having been built in 1775; the remainder, of brick, a part of which occupies the site of the primitive cabin of the first settler, at a later period. To the west and north of the house, the space of an acre and a half, extending back to the foot of the more abrupt ascent of the hill, was planted by John Jackson, a grandson of Isaac, in the end of the last and the early years of the present century, as a botanical garden, wherein he collected numerous rare trees and shrubs, from our own and foreign countries, as well



as smaller plants. A very small portion of the ground is now devoted to the culture of flowers, but many noble trees still attest his care and skill.

William Jackson, the youngest son of John, and the inheritor of his botanical and horticultural tastes, planted the hill rising on the north of the garden with evergreens and deciduous trees, which now form a flourishing grove. The beautifully adorned grounds at once indicate to the beholder the careful handiwork of the early Jackson settlers, and the evidence of an early botanical taste in John Jackson, whose favorite pursuit was the cultivation of flowers.

Referring to the "Sesqui-Centennial Gathering of the descendants of Isaac and Ann Jackson, of Harmony Grove, Eight Month, Twenty-fifth, 1875," the same author says:—

Near the eastern end of the garden, about five rods north of the house, seats for a meeting had been arranged in the shade of the grand old trees, and a stand erected for speakers and appropriately decorated. At the back, in large letters, formed of evergreens on a white ground, appeared the words: "In Honor of our Ancestors." Above this hung a framed drawing representing on a shield the devices which tradition reports as having been those of the coat of arms of some remote progenitor of the clan, "two greyhounds and a dolphin" typifying "Swiftness by land and sea." There was no pretense, of course, of a representation of the actual heraldicharms, and, prob-

ably, the only importance attached to the existence of such, by any of the later descendants, is its apparent indication that the faithful performance of duty and steadfast adherence to their views of right, which, in subsequent years, marked the martyrs and persecuted Quakers of the family, were manifested in ruder times, in war-like pursuits.

Concerning these sufferings, for conscience sake, of the Jackson family in England, it is related that on "the 27th day of June, 1556, Ralph Jackson, with twelve others, suffered martyrdom at the stake, at Stratford, and thus inscribed his name on the glorious roll of those who preferred a cruel and terrible death to a renunciation of what they deemed the truth; and, a few months after, John Jackson, under the threat of a like fate, undauntedly faced his persecutors and defied their power."

"At that period of English history the doctrine of liberty of conscience was treated by the ruling authorities in church and state as a flagrant impiety, and those that maintained it were deemed worthy of every extremity of punishment. In order that men should be awakened to a sense of importance of the right of self-judgment in matters of religion, it was necessary that the principle should be upheld with a heroism ready to endure torture and death in its support. That the Jacksons should be found among the sufferers in so noble a cause, redounds to their honor and sheds lustre on the name."

Francis Jackson, of Sneyd Park,



Kent, was captain of dragoons under Cromwell, and went over into Ireland with the Parliamentary army. He was but one of many of his kindred who took up arms for civil and religious liberty. He was accorded large estates—called free baronies—in Ireland for his services. In this way Albion cottage became one of the seats of the Jacksons down to 1725, whence Isaac and Ann (Evans) Jackson emigrated to this country, as already stated. This interesting ancestral link, Isaac Jackson, connecting the American with the English family genealogy, possessed the physical characteristics of those who suffered martyrdom in the Old, and the privations of colonists in the New World—"their firmly built and full sized statures and the general cast of their features, among which were the straight, or slightly aquiline nose, clear gray eyes, small mouth and full rounded chin."

A removal of six generations from this ancestor brings us to William Sharpless Jackson, president of the El Paso County Bank of Colorado Springs, Colorado, who was born of Quaker parentage, January 16, 1836, near Kennett square, Chester county, Pennsylvania. His father, Caleb S. Jackson, while occupying no high official position, was one of the most respected men in Chester county. He exhibited all those strong traits of character which have been indicated above in the lives of the Jacksons. He had a strong sense of justice, and he was keenly alive to all the moral questions of his

day. Of that noble band of Quakers, who did so much to right the wrongs of the slaves and to awaken the conscience of the country to the injustice of slavery, he was one of the first and foremost. His house was one of the stations of the underground railway. His wife, whose maiden name was Mary Ann Gause, was of the same type of character, and is now living at her old home, at the age of eighty-five.

William Sharpless Jackson is one of a family of eight children, all of whom are living. The strong fiber of the family is shown by the fact that of the twenty-two children born to his brothers and sisters, not one has yet died of disease. After securing a good English education at Greenwood Dell and Eaton academies, Mr. Jackson spent some years learning the trade of a machinist. Subsequently, he again attended Eaton academy. At the end of the year thus spent, he was offered the position of confidential clerk and business manager by the firm with whom he learned his trade. A few years after, he was offered and accepted a partnership in a car building and lumber firm, doing business at Latrobe, Westmoreland county, Pennsylvania. There he remained six years in active and prosperous business. Requiring a change on account of his health, he sold his interest in this business and accepted the position of local treasurer of the Lake Superior & Mississippi Railroad, a road then being built from the head of Lake Superior to St. Paul, Minnesota. This was the beginning of

his career in a business in which he afterwards won distinguished success.

In the summer of 1871, he was selected as secretary and treasurer of the Denver & Rio Grande Railway, the pioneer narrow gauge road in Colorado, which has been more instrumental in the development of this wonderfully rich state than any other one single agency. He afterwards was elected vice-president, in addition to his other position, and on him devolved, in a large measure, the duties which are now given to a general manager. His active connection with this road ceased in 1876, when he resigned to give his whole time and attention to the El Paso County Bank.

He became interested in this bank in 1873, and since 1876 has owned a majority interest. This bank was the first established in this county and has steadily grown in favor and maintained its position as the leading bank. He has the reputation throughout the state as being one of the safest and most conservative bankers in the west. His business has steadily grown, because his customers always have received, and know they will receive, fair and just treatment. They knew him always in the best sense to be a liberal banker. He has the rare quality of knowing men well, and, therefore, no customer has ever been denied a favor whose circumstances gave him the right to ask it.

In 1884, the Denver & Rio Grande Railway, through a series of misfortunes, became seriously embarrassed, so that on request of the bondholders and other

creditors of the road, Judge Moses Hallet, of the United States District Court, put it in the hands of a receiver. There was considerable factional feeling about the appointment among two parties who had been interested within a year in the management of the road. The representatives of the bondholders and the large creditors almost unanimously requested the appointment of Mr. Jackson. Judge Moses Hallett, who had an intimate personal acquaintance with Mr. Jackson, saw how wise the request was and immediately appointed him. The appointment, while not what many wished, was concurred in by all as an excellent one for the road and not in the interest of any faction. When he took this position the road was not earning enough above its operating expenses to pay its fixed charges. It may be said that it was wrecked physically and financially, with a factious and unharmonious organization in the operating department. During the two years that Mr. Jackson was receiver he displayed remarkable ability as an organizer and executive officer. He immediately informed all his subordinates that their tenure of office depended entirely on their ability and will to fill the positions which they held. He brought order out of confusion and converted the line into a paying property. His first work was to pay off the employees, who were in real suffering, and then the rest of the floating debt, amounting in all to about a million dollars. To do this it was not necessary for him to issue any receiv-

er's certificates. Three banks immediately on his appointment came forward and offered him whatever money he wished. But the only loan he made was to pay the employees some three hundred thousand dollars which was due them. The other creditors felt so much confidence in Mr. Jackson that they were quite willing to wait for their pay, knowing that they would receive their money very soon. Only a few months ago, in a celebrated case where a receiver was asking a court in New York compensation for services beyond what the judge thought was right, this judge quoted the receivership of Mr. Jackson as a model one.

At the end of two years the road was delivered to the re-organized company with a greatly improved roadway, complete equipment, a million dollars in the treasury and an able and efficient management. The owners of the property recognized the conscientious devotion of Mr. Jackson, as receiver, to the interests of the property. They saw no personal or outside interest had swayed him in his work. They accordingly elected him president of the re-organized company, which office he held for one year, when he resigned to obtain relief from the constant strain incident to the cares and responsibilities of his high and arduous position

and to devote more time to his banking and private business.

Mr. Jackson now enjoys a quiet and happy life in his modest but attractive home at Colorado Springs. Quiet and unostentatious in his living, he entertains delightfully and generously. While he does not seek popularity through political or other popular channels, he commands in an eminent degree the confidence and respect of his neighbors. The above in simple words in the career of one of the men who have been foremost in building up the commonwealth of Colorado. At one time and another he has been connected with most of the large enterprises in the state, either as advisor or investor. In each instance he has had a potent influence because of his clear judgment, financial ability and independent thinking. Though sometimes slow in giving his opinion, it always carries weight. During his long residence here he has handled many millions of dollars belonging to other people, and has had the management of trust properties amounting in one instance to forty millions of dollars, and this without the betrayal of a single trust to cast a shadow on his time-honored name.

HENRY DUDLEY TEETOR.

## CHARLES GIBSON.

Mr. Gibson was born in Montgomery county, Virginia, in 1825, and inherited, by natural descent, the high qualities and patriotic instincts of an honored ancestry. The Gibsons were among the early settlers of that part of the state, while his mother was descended from the famous Rutledge family of South Carolina; and his grandfathers upon both sides received wounds in the service of their country in the Revolution. When the boy was but ten years of age, in 1836, his father, Capt. Hugh Gibson, removed to Missouri, which was then a far-western state. The country was primitive frontier, and most of the advantages of the old civil life were left behind, as even the schoolhouse of the East had as yet made no appearance in its western borders. From his tenth to his seventeenth year—the period that we of this generation demand in morals, and often in legislation, as a rightful time for the fundamental education of the youth—young Gibson lived amid these rude surroundings, isolated even from youthful playmates, for, like schools and churches, there were none in his vicinity; his associates grown men and women; but much of this social lack was made good by the companionship, refining influences, and instruction of a refined

mother and an educated and gentle sister.

But environment cannot quench the fire of natural genius, and the boy made rare use of such advantages as fell in his way; reading and studying with avidity such books as he could obtain; and, as in many a like case, the dearth of outward instruction developed and nurtured the powers within—he was led to think and deduce for himself where there were few to lead.

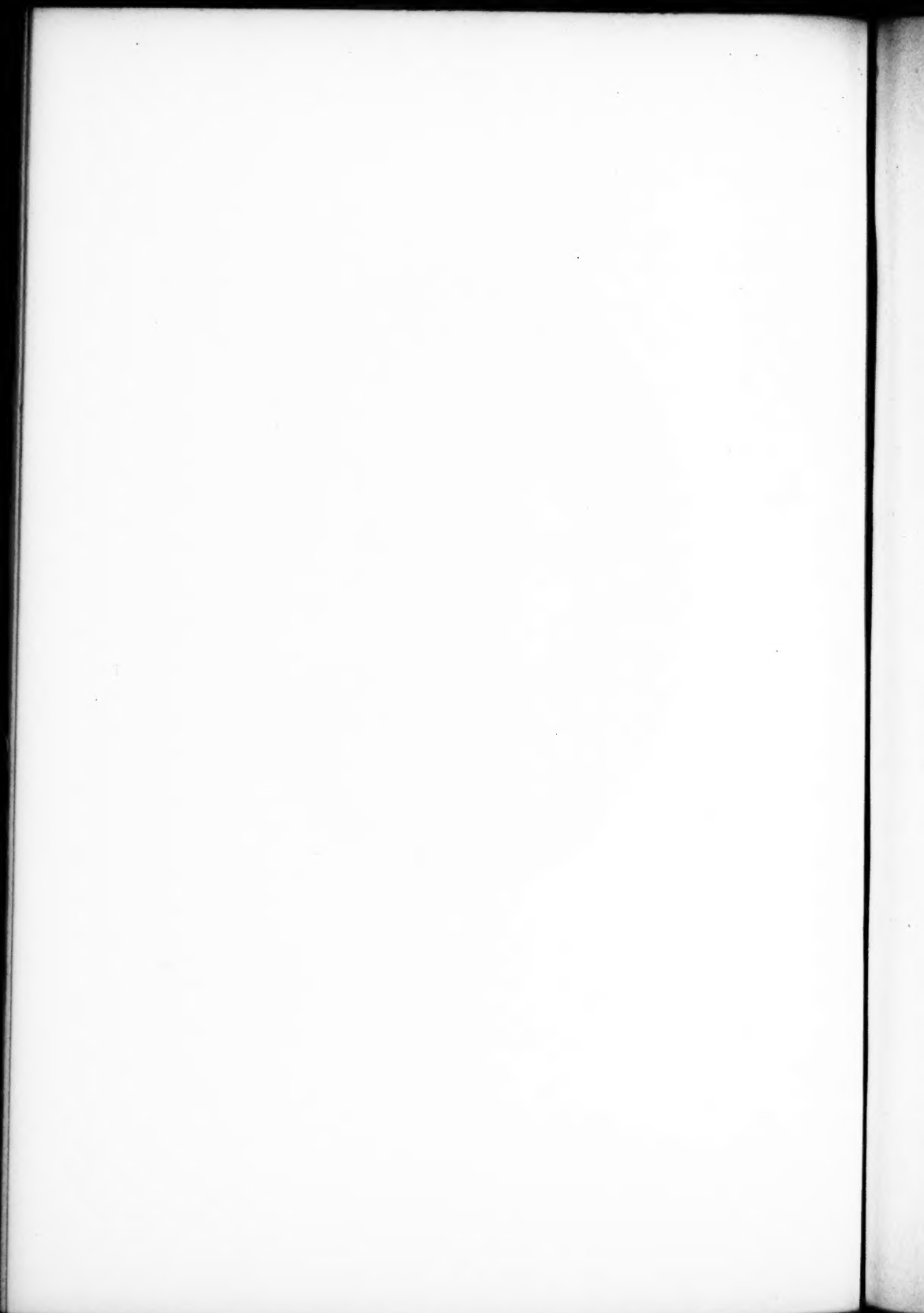
For a brief period, at a later date, he attended the University of Missouri, where he made an excellent use of his time. In 1843, when but eighteen years of age, he proceeded to St. Louis, where he had no acquaintance, and supplied only by a determination to succeed and those mental qualities by which success is usually won. His first acquaintance made in the strange city was with the Hon. Edward Bates, and a friendship sprang up between them which continued until Mr. Bates' death.

Mr. Gibson commenced the study of law under the direction of Josiah Spaulding, and continued the same for three years; serving also as the first librarian of the law library. While reading law he applied himself to the study of French and German, and acquired sufficient proficiency in both to be able to transact legal business in either tongue.



*Yours Sincerely*  
*Gibson*





Commencing the practice of law in St. Louis Mr. Gibson entered upon a legal career that was from the beginning a success, and that has been crowned by some of the most remarkable achievements and results recorded in the history of the American bar; a career that was interrupted for a time by the assumption of high public duties, of which more anon. From the outset of his legal labors he was especially successful in matters pertaining to land titles; and he drew up the act creating the St. Louis Land Court, and when that tribunal was established he became one of the leading practitioners before it. Without aiming at oratorical effects, and yet endowed with the gifts of natural oratory, he soon became known as a brilliant speaker, especially in the trial of cases in which he became deeply interested, and which were of a nature to draw out his powers.

Among the varied and unique experiences which Mr. Gibson has met in his service at the bar, was one that came in the early years of his career. In 1849 he served as junior counsel for the defense in the celebrated case against Counts Gonzalve and Raymond de Montesquiou, indicted for the murder of Kirby Barnum and Albert Jones, in the City Hotel of St. Louis. After two mistrials, Mr. Gibson alone procured the pardon of Gonzalve, who was insane, and the "exoneration" of Raymond by the Governor. He refused to accept a pardon. The incidents surrounding the whole case were romantic and of most absorbing

interest to the public at the time of their occurrence. The defendants were from the oldest and highest of the nobility of France, and were cousins of Napoleon III. No case in Missouri ever attracted as much attention as this one;\* and in the opinion of all Mr. Gibson exhibited the highest legal qualities in his management thereof. The counts and their kinsman, Viscount de Cessac, expressed their regard and gratitude to Mr. Gibson by presenting him with a curious and valuable watch chain and an elegant diamond ring, which are still in his possession.

In 1858, Mr. Gibson was retained as sole counsel in yet another case of a foreign nature, and destined to excite a wide interest. It was one brought by the King of Prussia, and involving the power of that potentate, and the extent of his power. He obtained from the supreme court of Missouri a decision declaring the autocracy of that foreign government; a result that was so pleasing to the prince regent,—afterwards the Emperor William I,—that he ordered two large and elegant porcelain vases made at the royal porcelain manufactory in Berlin, embellished with enameled pictures of Sans Souci, the new palace at Potsdam, the old royal palace, and the monument to Frederick the Great in Berlin; and covered, also, with the richest gilding and other devices; which elegant articles were pre-

\*A few years since Mr. Gibson read a history of this case before the Missouri Historical Society which was widely published both in this country and France.

sented to Mr. Gibson with the royal thanks. Each vase bears the following inscription: "The Prince Regent of Prussia to the Counsellor Charles Gibson, the unselfish advocate of justice,"—an inscription furnished by no less a personage than the Baron Alexander Von Humboldt. In 1882, this same sovereign,—who had become King of Prussia and Emperor of the German Empire he had founded,—tendered to Mr. Gibson, through the imperial consul at St. Louis, the appointment of his son Preston as a cadet officer in the imperial army; and offered to waive, by a special imperial order, anything that might debar his entrance into the service. The young man,—we record it with pleasure,—decided to remain in the high birthright of an American citizen; but the incident is suggestive of the high estimation in which Mr. Gibson is held in Berlin. In 1884, twenty-five years after the presentation of these vases—the same Emperor, at the special request of Prince Bismarck, by a patent under his own hand with the royal seal affixed, appointed Mr. Gibson a Knight Commander of the Royal Prussian Crown Order.

And yet another instance of a like character may be recorded. In 1881 Mr. Gibson was engaged as counsel to represent the Austrian government in the prosecution of Baron von Bechtolsheim, formerly the Austro-Hungarian consul at St. Louis, who was charged with embezzlement. The Baron had abandoned his title and office, fled to the States and changed his name, but

was arrested, brought back to St. Louis and lodged in jail. He finally escaped, however, by pleading consular immunity as a technical defense, although it was waived by his government. Although Mr. Gibson lost his case, he displayed such learning, ability and fidelity that he received from the Austrian emperor the imperial thanks, as a warm expression of approval, and was subsequently decorated as Knight Commander of the Sovereign Francis Joseph Order of Austria. Mr. Gibson is perhaps the only member of the American bar, who has been honored by the official thanks of two of the great powers of Europe on account of his personal conduct at the bar. These appointments entitle him to rank and precedence in the courts of Berlin and Vienna,—where he has never been; given as special marks of esteem by monarchs he has never seen.

Beside the cases mentioned above, Mr. Gibson has appeared in a great many others of great importance, needless to enumerate here; and even as late as the last term of the Supreme Court of the United States, he argued as the leading counsel, the oldest and one of the most important land cases on the docket, and won it. Very recently all the gas companies of St. Louis, representing a capital of twenty million dollars, were consolidated, under his advice as the leading counsel.

It was almost a foregone conclusion that one of Mr. Gibson's genius and

temperament should be drawn toward the arena of politics, and we find him a stirring and effective actor therein upon the very threshold of his career. In 1844 he was upon the public rostrum, devoting his young enthusiasm and effective eloquence, to the service of Henry Clay. In 1848 he advocated in a like manner the claims of Taylor; while in 1852 he was nominated as an elector of Missouri upon the Scott ticket. In 1856 he supported the old line Whig ticket, and strove earnestly to secure the Presidential nomination for his old friend, Edward Bates. In 1860, when the Whig party as such had ended its varied and honorable career, Mr. Gibson, although not a member of the Republican party, originated a movement\* to make Mr. Bates that nominee; believing that the election of a Southerner who was opposed to slavery, but who was conservative in all respects, would avert the political crisis, which otherwise seemed inevitable. But this movement, although supported by Horace Greeley, the Blairs, and other men of power and influence, was not crowned by success; and Mr. Gibson supported Bell and Everett on the Constitutional Union ticket,—which party was founded upon the principles advanced in the Whig platforms.

In 1861, when elected President, Mr. Lincoln made Edward Bates his at-

torney general, and the latter urged Mr. Gibson as a patriotic duty to relinquish his law practice, and give his service to his country in a position where his legal knowledge and training could be made effectual to the nation's good. He accordingly went to Washington, where he accepted the office of solicitor of the court of claims—now solicitor general. At President Lincoln's request, he wrote an opinion favoring the elevation of the court of claims from a mere commission to a regular court of justice, and Mr. Lincoln embodied the paper in one of his messages, with the alteration of but a single word. Mr. Gibson then wrote the bill which was passed by Congress, reorganizing the court. Mr. Gibson was thrown into friendly and even intimate relations with Mr. Lincoln and most of the great men of that period. Among those who specially confided in him was Mr. Stanton, "the great war secretary." Mr. Gibson strenuously exerted himself against many of the harsh and repressive measures of the war, especially those pertaining to Missouri; for he was the official agent of the state of Missouri at the national capital during all the war, and performed efficient service in regulating the affair of the state with the Federal government. Mr. Bates and himself were the only representative of four million "border state" people in the administration, when Mr. Gibson found that the Lincoln administration was hopelessly given over to a radical policy, he resigned the office of

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\* In the Republican national convention of 1860, Mr. Bates received 48 votes on the first ballot; 35 on the second; and 22 on the third.

solicitor general and declared himself a Democrat. In 1864 he supported Gen. McClellan for the Presidency, and in 1866-67 sustained President Johnson in his contest with Congress. In 1868 he advocated Gov. Seymour's election to the Presidency; in 1870 he favored the Liberal Republican and Democratic coalition in Missouri, which elected B. Gratz Brown Governor, and prepared the way for the revision of the ironclad Drake Constitution; and in 1872 he warmly supported Mr. Greeley's selection, although he doubted the policy of his nomination by the Democratic National Convention, of which body he was a delegate-at-large from Missouri. He supported Gov. Tilden for the Presidency in 1876, and during the exciting controversy which arose in the following winter as to the result of the election, he was selected by the Democratic National Committee to visit Louisiana, in connection with other eminent gentlemen, to insure a fair count in behalf of Mr. Tilden. While there he was commissioned to go to Florida on a similar service, and took an important part in the proceedings which afterwards became so familiar to the country in connection with the Florida electoral case, creating a most favorable impression as a learned and modest gentleman. He was an old and personal friend of Gen. Hancock, whom he supported in 1880 for the Presidency, and at his request delivered several speeches and performed other important services in Indiana in his interest. After the loss

to the Democrats of Indiana in October, he took a very active and effective part in the election of Hon. Thomas Allen to Congress from the city of St. Louis.

Mr. Gibson was earnest and eloquent in his support of the Democratic party and candidates in 1884, and by his services upon the stump and in other avenues of usefulness, was one of the means by which success was assured, and Cleveland and Hendericks were elected. While he gave this service because of his belief in the principles of Democracy, it was thought by his friends the country over, that some recognition of his long and faithful services should be had. It was accordingly urged upon President Cleveland that he should be appointed to the German mission. A strong claim was certainly made in his favor. The Missouri congressional delegation supported him by formal vote, and as a unit; the Democratic press of Missouri was outspoken in his behalf; strong influences from Indiana, Minnesota and Louisiana were brought to bear in his favor. Such great journals as the *Indianapolis Sentinel*, and *New Orleans Times-Democrat*, supported him; Gen. W. S. Hancock used his influence; his long and honorable political record was quoted in his behalf. He had resigned one of the best offices under the government, when the Republican party was at the zenith of power, to become a Democrat, in obedience to conviction; he had, for a score of years and more, served the party in all possible ways; he was the only one of the "visiting



statesmen" of 1876 who had received no reward, although one of the most conspicuous of their number; while he had taken a brilliant and enthusiastic part in the campaign just closed. Added to all this was the earnest personal strength of Hon. Joseph Pulitzer, editor of the *New York World*. Mr. Gibson had been Pulitzer's one friend above all others, in his early and violent struggles in St. Louis, and it was but natural and right that he should wish to see that friend honored. The great editor asked President Cleveland,—as his only request of the administration—to give the mission to Mr. Gibson, and vouched fully as to his fitness to fill it with credit to his government and himself. The request was not granted, and the appointment went elsewhere. Mr. Pulitzer was too good a Democrat to hold his party responsible for the President's ungrateful course, but he exercised his unquestioned right of allowing Mr. Cleveland to carry the burden of his own action. That the *World* had much to do with Cleveland's election by the pivotal vote of New York, there can be no doubt; and nothing in the history of journalism is more brilliant and effective than was the work of the *World* in that campaign—while Mr. Pulitzer himself appeared upon the platform speaking both in English and German, with marked effect.

When the President thus ignored the true friends who had done so much for him, and gave this appointment to Mr. Pendleton, of Ohio, as an oblation to

the civil service philosophers and the Mugwumps, Mr. Pulitzer bided his time, and made good returns in the end. The *World* opened its guns, and before long Mr. Cleveland ceased to be a Presidential possibility, although the national convention of 1888 did not recognize that fact in time. While the *World* made no criticisms upon Cleveland that were unjust, it did not, upon the other hand, underestimate his faults, condone his offenses, or cover up his mistakes. When Cleveland again came before the people, one of the bravest blades of past battles was not drawn in his defense; the *World* was replete with able articles in support of Democracy, while the name of the Democratic candidate was seldom mentioned. Beyond doubt, this was one of the causes of defeat; and although Mr. Cleveland is, in the opinion of many, a candidate for the nomination of 1892, he may have the same powerful opposition to confront. So much for a bit of inside political history, and as an illustration of how one event, especially in politics, intertwines with others.

Yet this ignoring of claims, made doubly strong by the magnificent character of his support at home and elsewhere, had no effect upon the personal course of Mr. Gibson. He loyally supported the Democratic ticket in 1888; and during the four years that this incident,—and his name in connection with it—has been kept before the public, he has preserved the even tenor of his way, with a silent dignity that has won the respect of all men.

Through various lines of duty and trust other than those outlined in the foregoing, has Mr. Gibson made his genius and great executive ability felt for the good of St. Louis, Missouri, and the West. He has been very successful in various ventures, and has well earned the abundant fruits thereof which he now enjoys. Some of the finest enterprises in St. Louis have been organized and perfected by him, and often these have been attended by protracted and delicate negotiations, in which his tact and ingenuity were exerted to the utmost to bring about a successful issue. Of this character were the circumstances preceeding the erection of the old Southern Hotel (since burned) and of its successor, the present fine structure. The importance and effectiveness of his labors in the building and rebuilding of this hotel are universally acknowledged; and all was done by him without compensation, and after large and liberal contributions of his own money. In fact the bargain concluded between Col. Robert Cambell and the Hon. Thomas Allen was brought about by him, and without him the building would not have been erected. Space forbids more than a reference to other public works in which he has taken a leading part. Mr. Gibson has always manifested a deep interest in matters tending to promote the welfare and happiness of the community, and has always been zealous in aiding the purchase and improvement of parks and other grounds for public resort. He aided very materially in the establish-

ment and improvement of Lafayette Park, and, without injustice to others, might be called the originator of the beautiful resort. He drew up the first act establishing Forest Park, and when it was declared unconstitutional, he was foremost in procuring the passage of another act which was declared valid; and it is not too much to say that St. Louis owes this fine park to his legal ability, clear business sense, and untiring persistence. He is a man of large views, and some of his ideas have been far in advance of the people. Of these may be mentioned his proposition advanced in 1853, to open Jefferson avenue two hundred feet wide, from St. Louis Place to the "Wild Hunter," and Grand avenue three hundred feet wide from the river on the north to the river on the south; and also, in 1868, his plan for a park of one thousand acres just east of the Forest Park. Some years ago Mr. Gibson organized the Laclede Gas Company. Its right to do business and supply the public with gas was contested by the old company, which claimed a monopoly of the city; but on Mr. Gibson's advice the new company proceeded to expend one million five hundred thousand dollars in its works in the northern part of the city, and the result was a complete vindication of the soundness of his advice.

Mr. Gibson was, in 1886, appointed a member of the Yellowstone Park commission, and was made president thereof. That grand and wonderful domain was then in a state of wild disorder,

through which men could travel only when accompanied by armed guides; now ladies can pass all through it in safety, and order and security have, by well directed efforts, been brought out of danger and chaos. For his very efficient services in this direction, Mr. Gibson received no compensation whatever.

In 1851 Mr. Gibson was married to Miss Virginia Gamble, daughter of Archibald Gamble, one of the oldest and most widely known of the early settlers of Missouri. A large family was the result of this union. In 1881, Mr. Gibson met with the great misfortune of his life. His son Archie was a cadet at West Point, and while on parade a spider crawled into his ear. By the rules of the Military Academy, and still more by the spirit of the corps of cadets, it was a high offense to move in the ranks, and the boy remained unmoved for over an hour with the venomous insect working in and poisoning his very life's blood. When the parade was over the ear was found full of blood, and the spider was not gotten out for two days. Archie remained at the academy, was graduated with high honors, and appointed lieutenant of the Seventh Calvary, Custer's regiment. After remaining several months at home under medical treatment, he joined his regiment and went to the field, where he remained campaigning until his captain and surgeon both ordered him to apply for a sick-leave. Utterly broken down, he then returned home and died of brain fever. The

singular circumstances of his death, taken in connection with his endurance and fortitude, his purity of character and great learning for one so young, caused great sorrow in the city where he was born, raised, and died, and called forth letters of praise and sympathy from Gens. Sherman and Hancock, and many other distinguished men throughout the country. His funeral was attended by the chancellor and professors of Washington University, where he had been a student, all the army officers of the city or at the barracks, a company of regulars from the barracks, and a very large concourse of citizens.

Public respect when worthily won, is one of the best rewards which any life can earn. The position held by Charles Gibson in the regard of the community in which he has lived and labored so long, speaks volumes in his praise. His influence upon the material, legal, political and social life of St. Louis has been great, and always for the good. In many respects his life has been remarkable, even in this remarkable age. Thrown upon his own resources in early life, he has steadily won his way into the front ranks. He has never belonged to any church or society or organization of any character, and in none of his undertakings has he received organized support of that kind. An hereditary slaveholder, a Virginian of one of the best families, a frontiersman, a Whig before the war, an important Union leader through that memorable struggle,

a Democratic leader from the close of that war to the present time ; a leader in the society of his home city, and at the western bar ; with a reputation as a lawyer that is not only coextensive with the limits of the republic, but has been carried to the main capitals of the Old World ; the recipient of especial marks of honor from two emperors ; possessing a patent for a high national

office signed by Abraham Lincoln, the apostle of liberty, and a patent of knighthood signed by the hand of the first emperor of Germany ;—in these facts we find evidences of not only a natural greatness, but of a steadfastness of purpose to do well, and deserve well, at the hands of men.

EDWARD L. EAMES.

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#### JAMES D. HUSTED.

YET another of the active business men who have made the name of Kansas City famous for energy and commercial activity the world over, is James D. Husted ; young yet in years, but experienced in all that is required to achieve a rapid and permanent success. Like so many of his associates in the West, Mr. Husted is by birth an "Ohio man," but in all else is a patriotic believer in the destiny of Kansas City and the middle West, and an earnest advocate of all the interests, commercial and moral, that pertain thereto.

Mr. Husted was born in Clarksfield, Huron county, Ohio, on September 26, 1857, the son of O. J. and Mary Husted, his father being a well-to-do farmer, who possessed the confidence and respect of the community in which he dwelt. His mother was an exemplary Christian woman, the result of whose training is manifest in the bent of Mr. Husted's mind, and in the admirable personal qualities that have won friendship and respect for him wherever he is known.

Like the majority of the farmer boys of his day and environment, young Husted was compelled to content himself with such education as the common schools of the day afforded, and at the time for taking the labors of life upon his own responsibility, he chose the occupation of telegrapher. He learned the science of practical operation, and was employed in the telegraphic department of several railroad companies, for some years, earning and receiving rapid promotion. He was finally placed in charge of the supply department of the Kansas Pacific division of the Union Pacific Railroad, with headquarters at Armstrong, now a part of Kansas City, Kansas, which latter place has been his continuous home since 1878. In 1881 he became engaged in the real estate business in a small way, opening an office in the basement of his residence. He was personally so popular and his methods and the results of his transactions so satisfactory, to both buyers and sellers, that his business increased



rapidly and steadily, necessitating his removal, in 1882, to No. 422 Minnesota avenue, where he established himself in a larger and more accessible office; and by 1885 his transactions had assumed such magnitude that still more room and better facilities were demanded, and he removed his office to No. 505½ Minnesota avenue. From this time on his business expanded so rapidly that its present importance began to be foreshadowed, and in 1886 and 1887 he organized a syndicate which built the First National Bank building, which is one of the most expensive and commodious business structures in Kansas City, substantially constructed and of striking appearance. The offices in this building of Mr. Husted and the Husted Investment Company, of which he is president, are the largest, most convenient and most elegantly appointed in the city.

Besides his connection with the Husted Investment Company, one of the strongest concerns of the kind in the West, doing an immense business which extends to all parts of the country, Mr. Husted is identified officially and as a stockholder with many land corporations of importance, of quite a number of which he is president. He is also president of the Fidelity Savings Bank and vice-president of the First National Bank, all of Kansas City, Kansas.

The results that have come in response to the intelligent and industrious application of rare natural abilities, are wonderful, even in this section where

such remarkable things are achieved.

As one writer has said: "The success of Mr. Husted has been remarkable and would do credit to any man of twice his years and thrice his experience. Beginning absolutely without capital, and in the humblest way as a real estate commission broker, he has developed into one of the leading real estate dealers and investors in the West, the honored head of several large corporations which have done no small work in hastening settlement and general development throughout a wide territory, and one of the most extensive owners of landed property in his city and its vicinity, notably along the line of the Interstate Consolidated Rapid Transit Railway, where he owns considerable tracts, which in a few years, as the Kansas Citys grow, will be filled with factories, business houses and dwellings."

While Mr. Husted has been in charge of commercial and financial transactions of great magnitude, he has not neglected the higher responsibilities of a Christian manhood, nor lost any opportunity of aiding his fellow man. He is a member of the Presbyterian church, where he has served as elder, and as a member of the board of trustees, and to all the financial and charitable interests of which he is a ready and liberal contributor. In early life he identified himself with the Young Men's Christian Association, the practical work of which throughout Kansas has had an added impetus, and resulted in added good, from his efforts in its



behalf as Chairman of the State Executive Committee, in which capacity he serves that body, and as a earnest personal worker in dissemination of the truths of Christianity.

Mr. Husted is perhaps more widely known than any other man in his city; and those who know him best speak most enthusiastically of his many good qualities, his business capacity, and his

conspicuous success in the career he has chosen. No one doubts his integrity, and his word is literally as good as his bond, which, on account of his high commercial standing would be accepted anywhere in the country. He was married in September, 1881, to Miss Jennie L. Thorpe, of Kansas City.

## HON. PHILETUS SAWYER.

IN the first half of the nineteenth century the conditions of life among the people of the Northern states of this country were very different from those now existing. Daily toil, bread earned by the sweat of the brow, by unflinching application of the physical or mental faculties, or both, from youth to age has always been the lot of the great majority. But the toilers in shops, on farms, in mills or factories, of to-day, live in the daily enjoyment of comforts, which were unattainable luxuries, or entirely unknown to their predecessors of half a century ago. Yet, to them, in their generation, the conditions which would seem to us so hard, caused no more discontent, than attends the lot of men anywhere, who can see a hope, or prospective opportunities, for bettering their condition, and are spurred on, by such discontent as they do feel, to make the best they may of the opportunities they have.

Everywhere, in our own land, are found men, who have worked their own way, from lowly and humble beginnings, to places of leadership in the commerce, the great productive industries, and management of the veins and arteries of the traffic and exchanges of the country. Not unfrequently they are found among the trusted leaders

and representatives in the councils of the state and the nation.

It is one of the glories of our country that this is so. It should be the strongest incentive and encouragement to the youth of the country that it is so.

Prominent, and, in some respects exceptional, among this class of men is the subject of this sketch—a man honored, respected and esteemed wherever known, and most of all, where he is best known. The biography of such a man, however briefly told, should, at least, trace the causes of what has been, in some respects, a phenomenally successful career.

Philetus Sawyer was one of a family of five brothers and four sisters, of whom he and one sister are now the only survivors. He was born in Rutland county, Vermont, September 22, 1816. When he was about a year old, his father moved with his family to Essex county in the state of New York, and located at Crown Point. He was a farmer and blacksmith, who became embarrassed and impoverished by signing notes with others, and was a man of scanty means and humble ambition.

The sons of men in his station, in that day, were not a burthen to be borne and toiled for, until they should go out into the world for themselves.

A family of boys on a farm was to the father a source of prosperity, which gave him great advantages over his poor neighbor whose operations were limited to the capacity of his own labor or carried on with hired help.

So the young Philetus, at an early age, began to take his share in the "chores" around the farm and house and shop, and as his years and stature increased and his muscles grew stronger, it was in the natural course of events that while yet a mere youth, he should take upon himself the work of a man. The summer that he was fourteen, he worked out for the munificent wages of six dollars per month.

On the west shore of Lake Champlain, where the rocks and ravines of the Adirondack mountains leave but a narrow margin, and at some points none, of arable land, hard, continuous toil, was a condition precedent to a supply of the necessities and most common comforts of existence. Under such conditions the wants of the body necessarily take precedence of those of the intellect. The educational advantages of the boys were therefore limited to the annual three months' winter term of the common schools during the brief period between early childhood and stalwart youth. Among the pines of the Adirondack region, at that time, the business of lumbering was carried on in a primitive fashion, and in the woods and at a neighboring saw-mill, Mr. Sawyer, at an early age, became initiated in the business in which, afterward, he laid the foundation and

reared the superstructure of a fortune which, in his most hopeful dreams, in those days would have appeared impossible.

It was a wild, and with exceptional small areas of land here and there, a barren and sterile region in which he grew up to manhood. But Nature, which yielded subsistence only to persistent toil, was in another respect more bountiful.

The salubrious atmosphere of a mountainous region was conducive to health. In the forests roamed then wild deer, wolves and bears, and an occasional panther. The mountain streams abounded with speckled trout. These furnished sport enough for the scanty time that could be given to sport. The eternal hills reared their rocky crests, a perpetual background to the westward landscape; and across the limpid waters of Lake Champlain was spread the verdant panorama of the hills and mountains of Vermont.

The character of men is affected by the natural aspects of the country in which they are reared. The mention of his native land will bring a light to the eye of the hardy Switzer or Scotch Highlander, which it will not bring to that of the emigrant from the sterile plains of Pomerania or the dyke-protected fields of Holland.

So the region in which Mr. Sawyer's youth was spent produced robust men and women—robust both physically and intellectually.

The legal proposition that the father is entitled to the services of his minor

children was one of constant practical application in those days. When Mr. Sawyer reached the age of seventeen he was a strong, vigorous youth; ambitious, self-reliant, and eager to commence the work of making his own way in the world. His father wanted money; he wanted to be master of his own time; and a bargain was easily made. He borrowed one hundred dollars from an older brother and paid it to his father for his own services for the next four years. Before the time expired his debt to his brother was paid, and he had given himself two more winter terms in the district school, from his savings as a saw-mill hand.

The education which could be acquired in a few winter terms in the district schools of that time was of the most elementary kind. The written law required that the teacher should be able to read, write, and cipher to the rule of three. The unwritten law required that he should not spoil the children by sparing the rod.

The ambition of young Sawyer was of that practical kind, which an intelligent energetic youth would be almost certain to have, under such circumstances—the ambition to rise above the hard conditions which surrounded his youth, and to acquire a competency as soon as energy, prudence and industry would enable him to do so. Great wealth and high position were not included in his expectations.

But he was not one to rely entirely upon the labor of his own hands for the achievement of even such limited re-

sults as he aspired to. Being gifted with both brains and muscle, he used both, and was soon operating the mill, at which he worked, under contract, sawing "by the thousand."

It was one of those water power saw-mills of primitive construction, of the kind in which the saws were stramed in a frame, which are facetiously spoken of by more modern lumbermen as "going up to-day and coming down tomorrow."

Operating a mill with a capacity for sawing two or three thousand feet of lumber per day, was a slow method of acquiring wealth, under the most favorable circumstances.

Before Mr. Sawyer was twenty-five years of age, in 1841 he was married to Melvina M. Hadley, a young lady of an adjoining town eminently qualified for a help-meet to such a man, in every situation and station of his career. December 4, 1842, his son and present partner, Edgar P. Sawyer, was born.

Fourteen years after he had purchased the remainder of his minority from his father, in the fall of 1847, Mr. Sawyer, then thirty-one years old, with his family, consisting of his wife and two sons, joined the tide of emigration then flowing from the east to the great west.

By industry, economy and good management he had succeeded in accumulating a capital of about two thousand dollars, with which to try his fortune in a new country—the slow but steady accumulation of ten years. Ten years of hard work they had been; but they

were also years of training—of *education*, by observation and experience—which fitted him to see and take advantage of the opportunities which the new country was to offer.

It is not unusual to speak of the early lives of men who have risen to eminence from the ranks of the poor, as a struggle with poverty.

In the case of Mr. Sawyer, although he commenced at seventeen with only his hands and brain, and a good physical constitution, his life to this period was not in the proper sense a *struggle*. The great lesson of his career, for the young and ambitious, is not that he *struggled* and succeeded against adverse conditions.

It is that he succeeded, as any young man with health, common sense and will, may succeed, by industry, sufficient will and self-denial to keep his expenditures below his earnings, and the use of such opportunities as he had. These are what constitute thrift, and lead to a success which will be measured largely, in its extent, by the natural endowments of the individual.

He did not attempt to discount the future, nor waste time waiting for better opportunities. He did not scorn the opportunity to accumulate two hundred dollars a year in the hope of finding a more brilliant opportunity to accumulate more rapidly.

Doubtless, it was hard work and a slow advance, but it was not a *struggle*. The result was as certain as the result of human plans can be. The contingency of sickness, or of disaster from

the elements, were the only contingencies.

It is step by step, and not by great strides or bounds, that men who rise in the world begin to rise—a truism which young men who will not deny themselves at present for the hope of ease and comfort in the future, are apt to forget or ignore. Such young men might profit by studying and imitating the early part of Mr. Sawyer's life.

A pleasant anecdote connected with his removal to the west illustrates somewhat one trait of his character which will be referred to hereafter.

When he was starting upon his westward journey, an older brother who lived and died a farmer on the Ticonderoga flats, asked him how much money he had. He answered that he had two thousand dollars secured in his belt, but the amount in his pockets he did not know. Upon counting, it was found to be one hundred and ninety-nine dollars. His brother handed him a dollar with the remark, "Now, remember, that when you started for the west, you had just twenty-two hundred dollars."

Years afterward, when the brother had become an old man, and Mr. Sawyer had become wealthy and held an honored position in the Senate of the United States, he was at one time visiting his old home and his brother. Seeing, or imagining that he saw some indications of depression or uneasiness in his brother's manner, Mr. Sawyer inquired if he was in debt. The brother, rather reluctantly, admitted an



indebtedness of about twelve hundred dollars, which, from a falling off in the profits of his farm and his increasing age, began to worry him. Mr. Sawyer ascertained the names of the creditors, and, on the next day, went out and bought up all of his brother's outstanding paper, took it to his home and delivered it to him. "I am not giving you this," said he; "I am paying my debt to you." His brother looked somewhat mystified. "What debt?" he inquired.

"Do you remember," said Mr. Sawyer, "giving me a dollar when I started for the West? This is that dollar with the accumulations. I have made about that amount with it."

"Ah!" said the brother, seeing the merry twinkle in the Senator's blue eyes: "I wish I had given you ten or fifteen dollars more."

Mr. Sawyer removed to Wisconsin, and settled upon a farm which he purchased in Fond Du Lac county. Many ambitious men emigrated to the West in those days hoping and expecting to become leaders among the people of the new country, and to reap the honors of political preferment. Mr. Sawyer had no such expectation. The profits of a saw mill as he had known them were not very great. Farming on the rich soil of his new home promised, at least, equal reward for his labor and time, and his ambition, then, was only to own a good farm, well improved and well stocked, which in his declining years should secure the comforts of life, and freedom

from the necessity for constant toil, when hard work might become irksome, or beyond his strength.

This was the humble ambition with which he, like many others, sought and found a new home in the great northwest. Some realized it, many did not. A brief experience satisfied Mr. Sawyer that he had not selected the best field for the exercise of his energy and industry.

What his future history would have been, if he had remained upon that farm, it is not easy to conjecture. But, judging from the character of the man, and the causes which have led to his present position, it is not probable that he would have remained in obscurity, if he had remained there. That he would shortly have been chairman of the town board, and an active and influential member of the county board of supervisors, and a member of the state legislature, those who know his history could hardly doubt. But he would never accept public office, to the serious detriment of his private business. Speculation on the subject is useless, for he did not remain on the farm.

It happened—fortunately perhaps—that there were two seasons of short crops, following his settlement there. This was discouraging. Two years of toil without some remuneration was a new experience to him. Only a short distance away the great pineries of the Wolf river held out tempting inducements to lumbermen. The work of the farmer was monotonous; if to continue unremunerative, unendurable.

His decision was soon made. The farm was disposed of, and in December, 1849, he removed to the village of Algoma—now in the city of Oshkosh. The previous winter he had worked for small wages in the pineries. There were no railroads in Wisconsin at that early day, and the market for the Wolf river lumber was only the local market. The country was rapidly filling up with the emigration from the East. The new comers and the old settlers whose residence had acquired the antiquity of two or three or half a dozen years, were alike anxious to make all the improvements they could. Houses and barns were needed everywhere, with a constantly increasing need. Thirty, forty, even fifty miles came teams hauling pork, hams, flour and other necessities, and hauling back loads of lumber. But there was no money excepting what immigrants brought in their pockets, and many of the lumbermen of those days being men of limited means, failed to make their business profitable. Rates of interest were enormous, and those who undertook to make credit do the work of capital, generally succumbed under their rapidly growing burthens.

There was a saw mill in the village of Algoma, which had nearly or quite ruined its owners. This mill Mr. Sawyer operated successfully in the season of 1850 upon a contract by the thousand feet. Then he rented the mill and operated it on his own account, until 1853, with reasonable success.

Fond Du Lac, seventeen miles south

of Oshkosh at the foot of Lake Winnebago, was then the most thriving town in Northern Wisconsin; to it centered the trade of a large area of fertile country, and as a point for the distribution of lumber by wagon and sleigh loads, it had great advantages. In 1853 Mr. Sawyer formed a partnership with Messrs. Brand & Olcott, lumber manufacturers and dealers of Fond Du Lac, and purchased the mill which he had been operating. The mill was improved, and soon rebuilt, and the production increased, and thereafter, until railroads opened an outlet to more distant markets, a large part of the production of the mill was shipped upon sailing vessels to Fond Du Lac, where it was sorted, piled and marketed. Mr. Olcott retired from the firm in 1856, and the firm of Brand & Sawyer continued the business until 1862.

Marked success in the lumbering business during that period was rather exceptional. The history of Oshkosh and Fond Du Lac was dotted with the wrecks of lumbering enterprises. The best illustration of the sagacity and success with which the business of Brand & Sawyer had been continued, is the fact that in 1862 Mr. Sawyer purchased the interest of his partner, Mr. Brand, at an advance of over seventy thousand dollars above his original capital in the business. The following year his only surviving son, Mr. Edgar P. Sawyer, was taken as a partner in his general business, and since that time the firm has been P. Sawyer & Son, a firm whose word has

always been as good as their bond, and their bond as good as gold.

So much of the details of Mr. Sawyer's life before he became conspicuous in public life it is necessary to know to understand truly the character of the man, and the reasons that made possible his exceptionally long and prominent career in public life. The details and statistics of his subsequent business operations through which he has become a man of great wealth might be interesting for the gratification of curiosity. But the purpose in view is not to write a full biography, but to portray, as well as the writer can, a character which is in many ways a worthy example for imitation, and an honorable career.

It was, of course, that when such a man began to have any surplus capital, beyond the requirements of his regular business, he would seek for it profitable investments, and it was natural that his investments should be largely such as the business itself suggested—in pine timber lands. It was natural, too, that in the hands of a man of his shrewdness and sagacity, accumulated capital should continue to accumulate with accelerating rapidity, and be distributed in a diversity of investments. In this respect his history is not very different from that of many sagacious financiers. From the foundation of the National Bank of Oshkosh—one of the most solid financial institutions in Wisconsin—he has been one of its directors and officers, and is connected as a stockholder and director with several others.

As a stockholder in extensive mills on the Menominee river and elsewhere, and extensive lumber yards in Chicago, he retains a connection with the business of his earlier life. The difference between his mill at Menominee turning out a hundred and fifty thousand feet of lumber in a day, and the old water-power mill at Crown Point, sawing two thousand feet, illustrates fairly the results of the industry, prudence and sound judgment which have characterized his life.

His sagacity, though more far-reaching than that of other men, was never over reaching. No man questioned his integrity. No man claimed to have been defrauded by him.

A strong illustration of the character of Mr. Sawyer as a business man may be found in one simple fact. From the beginning of the logging and lumbering business in connection with the Wolf river pineries, contracts relating to the business—logging contracts as they are termed—and sawing contracts, have been prolific sources of litigation. The calendars of the courts have teemed with such causes; courts and jurors have puzzled their brains over them; and lawyers have pocketed fees out of them.

Mr. Sawyer has made scores of such contracts—contracts to furnish supplies to the loggers and purchase the logs when run down; contracts with parties to put in and run logs by the thousand; contracts for sawing; contracts of every conceivable kind connected with or growing out of the lum-

bering business of that region—and he was never individually a party to a lawsuit.

His judgment of men was so accurate that those with whom he contracted seldom, if ever, tried to defraud him. His sense of justice or generosity frequently led him, when the result of a contract had been favorable to him, to add a gratuity after the settlement was completed.

So, exacting honest and fair dealing, and dealing honestly, fairly and generously himself, he has built up a large fortune and preserved the confidence, respect and esteem of those with whom he had dealings, and of all in his employment.

His habit always was never to exact more nor accept less than a fair day's work for a fair day's pay from those employed by him. His employees were usually glad to remain with him, and instances of generous rewards for long and faithful service, may be mentioned.

When he ceased to operate his old saw-mill at Oshkosh about 1874, there was a man who had been employed in it over a quarter of a century. He had commenced a youth, and worked faithfully until he was nearly fifty. His accumulations in that time were in a house and lot, and home comforts—including a family. He desired, when the mill closed, to get on to a farm. With Mr. Sawyer's assistance, he exchanged his little homestead for a farm upon which Mr. Sawyer paid twenty-five hundred dollars and took a mort-

gage from him. The mortgage was held by Sawyer & Son, and they advanced a few hundred dollars more to enable the man to procure horses, machinery and tools for farming. But the profits of his agriculture did not enable the debtor to reduce the debt or meet the interest. The man was approaching old age with a burthen which he could not drop and which was too heavy to carry. Realizing the situation and necessary anxiety of the man and his wife, Mr. Sawyer concluded to relieve it, and one day he presented them the note and mortgage with a full release and a receipted bill of P. Sawyer & Son for the account, with the remark, "Now you do not owe a cent to P. Sawyer or to P. Sawyer & Son." It was unexpected to them. It was not strange that their gratitude and happiness could find no better expression than tears. Probably there were three persons happy at that brief interview, and as Mr. Sawyer turned hastily away, perhaps it was as much to conceal his emotion as to avoid theirs.

A girl who had served faithfully in his family for many years became engaged to, and married a worthy industrious man; Mrs. Sawyer's wedding gift was the fee simple of a comfortable house and lot, for a home, which Mr. Sawyer afterward purchased from them for three thousand dollars. There were many other similar instances.

These incidents are mentioned as illustrating a character. Instances in which he furnished capital to aid the energy of others in business enterprises,



to their mutual advantage might be mentioned. And he seldom, if ever, suffered loss therefrom.

A brief account of his operations about the head waters of the Wolf river will fairly illustrate his character and sagacity as a business man. The method of supplying the mills at Oshkosh with logs, has always been to cut and haul the logs to the Wolf river and its tributaries, in the winter, and float them down the river in the spring. On the small tributaries dams were built at intervals, in which a head could be raised, and then the dams opened to create a flood, on which the logs below could be run.

Many years ago there were large tracts of very valuable pine timber around the head waters of the Wolf river, which were not accessible, because it was impossible to drive out the logs upon the streams, which were full of rocks and rapids and too small to float them out.

In 1868 Mr. Sawyer resolved to investigate this timber, and the chances for getting it out. He quietly spent several weeks tramping and camping in the woods;—took experts with him to examine the river and tributaries, estimate the chances and expense of making such improvements, as would make it possible to get the timber out; and after such investigation quietly purchased large tracts of the best timbers at prices which, a few years later, would have been merely nominal.

A charter was procured for the Keshena Improvement Company, which

was authorized to make the necessary improvements, and collect tolls upon logs run out through them. Its capital was \$100,000, of which a large part was taken by him, as others could not be induced to take it. With about sixty men and several teams he went himself to start the work. Old woodsmen and rivermen doubted, or jeered at it. But the work went on and was successful, and untold millions of the best timber in Wisconsin was made accessible. The earnings have extended the improvements as fast as required, and paid handsome dividends.

After the first improvements were made Mr. Sawyer sold a section of his pine for \$50,000. The purchaser wanted him to make lower figures, which he declined to do, but offered to put in with the land \$5,000 of the stock of the company, on which thirty per cent. had been paid. The purchaser took the land, but declined to take the stock, because he feared there would be assessments on the stockholders.

"Well," said Mr. Sawyer, "I will keep the stock for you. You can call for it when you want it." Two or three years afterward, when its value was assured, he called for it, and it was transferred to him.

This illustrates his method of engaging in large enterprises. He took no blind chances. He investigated all the facts; calculated as closely as possible the cost and the results, and usually,—as in this case—the profits exceeded his expectations.

A sparse and scattered population,



among whom means of communication were slow and exchanges, mostly, merely local, and all, or nearly all, engaged in agricultural pursuits, required little of legislation or government. Theories drawn from books or evolved from closet meditations, could be elaborated, discussed, and take form in legislation, and the ultimate effect upon a slow, patient constituency, might be long deferred. The logic of brilliant oratory might, for a long time, withstand the slower logic of events.

Now, when the introduction of a proposed measure of legislation may be felt instantly in commercial and financial centres, thrill along the nerves of traffic and effect the most remote industries and the interests of the most humble laborer, it is not so much genius and rhetoric as practical common sense of the highest order that is needed, to grapple with the problems of government.

There is abundant room and use for the scholar, the profound thinker, the logician; but the sagacious man of affairs is, after all, needed to deal with complex practical affairs.

Such a man Mr. Sawyer is, and it was quite within the natural course of events that he should be called to some extent into the public service, when he reached a position in which he could respond to the call, without a serious sacrifice of his private interests.

Gifted, above most men, with a wonderful memory, and capacity for storing away in his mind a multiplicity of affairs—pigeon-holed, as it were, so

that anyone of them can be taken up when the occasion arises, and then give place to another without confusion of thought, he was able—as many men are not—to give time and attention to public affairs without impairing his grasp and control of his own. His accurate judgment of the qualities and capacity of men also enabled him to have the right man in the right place, among his agents and assistants.

So when the little village to which he removed in 1849 became a part of a thriving young city, almost by the common consent of his neighbors of the ward in which he lived, he was repeatedly chosen to represent them as alderman in the City Council. He was magnanimous (which will be illustrated hereafter), sagacious, conciliatory, but never cringing—a born leader of men.

It is not probable that Mr. Sawyer had, at this time, any ambition for great public honors or preferment. Neither his early training, nor his course of life to this period, were likely to suggest to his mind any probability that such ambition could be realized. His first ambition was to secure a competency. When that was acquired his next ambition, doubtless, was to acquire a respectable fortune. A national reputation as the honored representative of a state, was not in his thoughts.

Mr. Sawyer had formerly been politically a Democrat of free-soil proclivities, but he acted and voted with the Republican party soon after its organization. In the fall of 1856 he was nominated

by that party in his assembly district for representative in the legislature of 1857, and was easily elected. He had by this time so acquired the confidence of the people among whom he lived that office began to seek him. The term "office seeker," never had any proper application to him. His ability to grasp and understand in detail, and in their relations to other questions, all questions of local or general interest, and his integrity, could not fail to draw attention to him as a fit representative of an energetic and intelligent constituency. His uniform suavity to all with whom he came in contact, and uniformly fair and generous methods of dealing, tended to make him a popular man. So it was natural that in casting about for a candidate who was both fit and available, a convention of his party should select him.

In the Wisconsin assembly of 1857 he applied to the business of legislation, the same careful scrutiny of details, and the same sound judgment, which made his private business so successful, and returned to his constituents more firmly established in their confidence than ever.

But Mr. Sawyer's private business was not yet in condition to dispense with his nearly constant personal supervision. His partner, at that time Mr. Brand, resided at Fond Du Lac, and his son (his partner since 1863) was yet too young and inexperienced to take charge of affairs in his absence. He therefore declined further political honors until the fall of 1860, when he

again accepted a nomination for the legislature of 1861. The unsettled condition of the country; the threats of secession on the part of a number of the states in the contingency of the election of Abraham Lincoln to the Presidency—then considered almost certain—indicated that the session might be a stirring and important one, and it was deemed important that everywhere the best men should be selected for the state legislature. Public opinion in his district pointed surely and steadily to Philetus Sawyer as the right man, and he yielded to it.

There was also a special reason for his willingness to accept the position. The Republican party of Wisconsin had got into a false, and, under the impending circumstances, embarrassing position. To the people of the state generally the compromises of 1850—and especially that part known as the Fugitive Slave Law—had been very distasteful. But the state was off the line of the escape of fugitive slaves, and their dislike took no practical form of expression.

In March, 1854, the capture of Samuel Glover, a fugitive slave, in the city of Milwaukee, and his forcible rescue by a mob, created an excitement throughout the state. The leader in the rescue was arrested and committed for trial, by a United States Court Commissioner, and was released upon *habeas corpus* before one of the justices of the Supreme Court of the State in June, 1854. He, with another, was indicted by a grand jury, and com-

mitted by the judge of the United States District Court. They applied to the Supreme Court for a writ of *habeas corpus* which was refused in July, 1854.

In the heat of the excitement caused by these proceedings, the Republican party of the state was organized at a mass convention held at the state capitol July 4th.

The men were tried and convicted of a violation of the Fugitive Slave Law, sentenced and committed to the jail in Milwaukee. In January, 1855, they again applied to the Supreme Court of the state and in February were released on *habeas corpus*, the court holding the law unconstitutional and void. A writ of error from the Supreme Court of the United States was disregarded, and that court proceeded to hear the case on a certified transcript of the proceedings procured by an attorney. The decision of the state court was reversed.

Through the excitement caused by these proceedings, rash, impetuous spirits were enabled to commit the party to the most extreme doctrine of nullification. In its conventions and through its newspapers the theory of state sovereignty was invoked against the obnoxious law. The attorney of the rescuers of Glover was elevated to the bench of the Supreme Court, where it is but just to say he proved an able jurist and upright judge, whence he afterwards was removed by death, respected and mourned by his colleagues and the entire bar of the state. The Hon. Carl Shurz, then a resident of

Wisconsin, advocated the doctrine in a public speech in Milwaukee (which was widely circulated), in a strain of eloquence and with a force of logic which would have done honor to its great apostle, Calhoun.

Demagogues (there are some in all parties) fell in and swam with the current. Timid men kept silence, and only here and there a voice was raised against the political heresy. Prominent among them and the recognized leader was the Hon. Timothy O. Howe, of Green Bay, an able lawyer, and fearless in defense of his opinions. He wrote against the heresy and spoke against it at every opportunity, and secured a following which, if not noisy, grew in numbers, as the clouds of secession and war became more dense along the Southern horizon.

A series of letters from his pen were published in a newspaper at Oshkosh, for a time almost the only Republican newspaper in the state which openly defended and advocated his views.

In 1857, Judge Howe had been the most prominent candidate for the United States Senate, but the extreme State Rights theorists controlled the Republican party in the legislature, and he was defeated in caucus.

In 1859 the Legislature had adopted resolutions modelled largely upon the celebrated Kentucky resolutions of 1798 and 1799.

A senator was to be chosen in 1861, and it was well understood that Judge Howe would be again a candidate.

Mr. Sawyer was friendly to Judge

Howe. His clear-headed common sense did not need legal learning to show him that the party had got upon untenable ground from which it could get off better by the election of Judge Howe as Senator than in any other way. He, at least, could stand up consistently in the Senate against the heresies of nullification and secession.

But Judge Howe was not to be elected, even in 1861, when the war cloud was about to break, without a struggle. It is hard for men who have been following leaders to break away from them, and it is difficult to induce men to admit, even indirectly that they have been fanatically wrong-headed.

Judge Howe was elected, and represented the state ably and faithfully eighteen years, being re-elected twice without even the formality of a caucus nomination.

That he was elected the first time was conceded to be due more to the efforts and influence of Mr. Sawyer than those of any other member of that legislature.

Aside from the election of a Senator, the session was an exciting one. The state was to be placed in an attitude to render prompt aid to the Federal government, in case of need, and the discussions and debates upon the measures adopted for that purpose were long and sharp. Mr. Sawyer is not a speech maker, and took no part in the debates. But as what is sometimes (in the West) called a "single-handed talker," there are few men so

successful in convincing the judgment, and influencing the action of other men, and in the work of the session he bore his full part to the satisfaction of his constituents, and with the effect of greatly extending his own reputation. He became known throughout the state as a man qualified by his indomitable energy, untiring industry, quick perception, candor and personal bearing, to wield a large influence as a representative of the people.

That men should begin to think and talk of his qualifications for a more exalted position, was as inevitable as the course of Nature, and in 1862 he was strongly solicited to become a candidate for the Republican nomination for representative in Congress. But by the purchase of the interest of his partner, Mr. Brand, in their business, he assumed obligations which, in his judgment, required his close personal attention to his private business, and he declined to permit such use of his name. The Congressional district was, at the best, a close and doubtful one, and the Democratic party elected its candidate by about a thousand majority.

In 1863 and 1864 he was elected and served as Mayor of the city of Oshkosh. In 1864 he was given, by the unanimous vote of the common council of the city, full power and unlimited discretion, to compromise and settle a bonded indebtedness of the city of \$150,000, upon bonds issued years before for railroad purposes. He succeeded in compromising nearly the



whole amount upon terms so favorable as to give general satisfaction.

His service as Mayor was in the most trying period of the Civil War. The repeated calls for troops, and the conscription acts led everywhere to the most strenuous exertions to fill the local quota with volunteers. In the hurry and confusion caused by the simultaneous enlistment everywhere, and enrollment of men induced by large bounties, for places where they did not reside, the strictest care and diligence were required to secure the proper credits. Much confusion arose at one time, from the fact that there was a town of Oshkosh as well as a city of that name, each having a quota to fill. In this work Mr. Sawyer was active, diligent and successful.

The private reasons which in 1862 had induced Mr. Sawyer to refuse to be considered a candidate for Congressional honors were less imperative in 1864. His business had prospered, and he stood financially among the solid men of the state. His son—trained in the father's business and business methods, older in ideas and habits than in years, and in every way worthy of the confidence which was placed in him—had become his partner in business. Mr. Sawyer could now spare time for public affairs without serious detriment to his own. Senator Howe, especially, desired the presence of Mr. Sawyer in the House of Representatives. Of course, no man is ever nominated the first time for such a position without opposition. But before the nominating convention

met, it was apparent that he would be its choice.

The candidate of the Democratic party was a man of ability and conceded integrity, and of personal popularity. Two years previously that party had carried the district by about a thousand majority. Probably the increased confidence in the ultimate suppression of the rebellion after the success of the national forces at Gettysburg, Vicksburg and other points, in that district, as elsewhere, strengthened the Republican cause, but the majority of about three thousand by which Mr. Sawyer was elected would, under the circumstances, have been impossible with a candidate who had not the full confidence and respect of the people.

On the first Monday of December, 1865, Mr. Sawyer took his seat as a member of the Thirty-ninth Congress.

The period between his election in November, 1864, and the opening of that session had been prolific of important events. Armed rebellion had been crushed out. The President whose unwearied patience, untiring zeal and care, and unswerving confidence in the ultimate triumph of the right, had steadied the helm of the nation, through four years of storm and peril, had gone down by the bullet of the assassin, and left a name and fame to rank forever with, or next to, that of the Father of his Country.

Vice-President Johnson had entered upon the office of President, apparently in the spirit of Saul of Tarsus, "breathing out threatenings and slaugh-



ter." But at the head of the Cabinet was the most magnanimous statesman of the country, free from all passionate emotions himself, and full of confidence in the aggregate common sense and right motives of men. Mr. Seward evidently believed that the leaders of a whole people, whose political life for a generation had been governed by passion, imprudence and ingratitude, would suddenly, under the smart of humiliating defeat, become dispassionate, prudent and grateful, if relieved from the fear of the penalties of treason.

The rebellious states were not out of the Union. The war had determined that. There were territory and people, constituting states of the Union, in which there was not, and for years had not been, any state or local government, which could be recognized, nor any civil officers qualified to act.

The United States was bound to guarantee to each of these disorganized states, a republican form of government. If the executive department alone could fulfil this guaranty, and when the time for the meeting of Congress, seven months later, should arrive, the representatives of a whole united people and senators from every state, should assemble fraternally, to legislate for the common interest of a united nation and people, the name and fame of Andrew Johnson might pass into history, with that of Abraham Lincoln, as the great pacificator who had completed and rounded out the great work of his predecessor.

Mr. Seward believed it possible by

mere clemency and magnanimity to accomplish all this, and by his persuasive eloquence so calmed and assuaged the vindictive spirit of President Johnson, that, when Congress assembled they found the promised Moses of an oppressed race, filling the role of Pharaoh, leading the oppressors in a way whereby to establish a new servitude more galling and oppressive than the old.

So the Congress in which Mr. Sawyer appeared for the first time, was confronted on the threshold with the great problems of reconstruction, with the evidence full and complete, that justice towards millions of a race who were emphatically the wards of the nation, whom it was bound by every moral and political consideration to protect, could be secured only, if at all, by the exercise of the highest wisdom and all the constitutional power of the government.

Other problems of vast importance were in the near future. The National finances and currency, the great changes in the industries of the country consequent upon the close of the war, the conditions in our neighbor Mexico, the debt of gratitude to the soldiers of the war, to be at least recognized in the pension laws—there was work enough not only for the loftiest statesmanship, but for men of clear-headed business qualifications and financial skill and sagacity.

This is not the place to write the history of legislation during the ten years that Mr. Sawyer sat in the House of

Representatives. The history of his connection with it would be, if fully written out, but a dry and tedious detail of constant work in committee rooms, and personal work among his fellows and the departments of the government.

Hon. James G. Blaine, who first met Mr. Sawyer at this time, speaking of the new members of the Thirty-ninth Congress, in his "Twenty Years of Congress," says of him: "It is easy to supply superlatives in eulogy of popular favorites; but in modest phrases Mr. Sawyer deserves to be ranked among the best of men—honest, industrious, generous, true to every tie, and to every obligation of life. He remained ten years in the House with constantly increasing influence, and was afterwards promoted to the Senate."

Mr. Blaine's estimate of his character, true as it is, does not explain the whole reason for the "constantly increasing influence" which he mentions,—the reason why Mr. Sawyer became, as he did, the trusted counsellor and adviser of men, who filled a large place in the public estimation as leaders and statesman, and why, at the same time, he increased in influence and in the confidence of his constituents and the people of his state.

It has never been the habit of the people of the northern states to continue their representative for long periods in the House of Representatives. The patriotic men of equal ability and willingness to serve are too numerous. Here and there one of exceptional talents and

brilliancy (like Mr. Blaine) may be returned term after term for a long period. But the rule is, and always has been, one of rotation, and the case of Mr. Sawyer stands as the one almost, or quite, unique exception to the rule.

His service in the House was during a period when exciting questions,—questions in which moral as well as economic ideas were involved, were most prominent. During the sessions, the great newspapers spread daily before their readers the speeches of the recognized leaders of opinion. Debates upon the important and exciting subjects for legislative action, were sought for and read with earnest avidity.

In these Mr. Sawyer's name did not appear. Now and then appeared brief mention that Mr. Sawyer reported a bill from some committee,—perchance that he asked, and was granted, a suspension of the rules, for the passage of a bill from the committee on commerce, or some other; that was all. It was known that he never made speeches. But if any measure reported by him was questioned and needed defence beyond a simple explanation (which was not often) there were always those ready and fluent and able to assist him. And all the time his influence in the House and at home was "a constantly increasing influence."

During his third term in 1869, he intended, and announced his intention, to retire at its close. The announcement gave pleasure only to a few aspirants for the place, and the Democratic party in his district. He was

induced by the earnest protest of influential friends to consent to further service in the House. At the end of his fifth term, after ten years of continuous service, he retired, steadily refusing to stand as a candidate for another term.

A parallel to such a ten years' career in the House of Representatives is not easy to find. To account for it, we must add to the qualities mentioned by Mr. Blaine that uncommon degree of common sense which amounted in reality to profound sagacity, not alone in matters of business and finance, but in political management; a genial manner which made personal friends even of political enemies, and a remarkable faculty of persuading and convincing others of the correctness of his conclusions.

When Mr. Sawyer entered Congress his district was an extensive and populous one, with a large water front on Lake Michigan and Green Bay, and was intersected by the navigable Fox and Wolf rivers.

The improvement of the harbors and water-ways in the district was important for its agricultural and rapidly growing manufacturing interests which depended upon water communication much more than at the present time.

In the Fortieth Congress (his second term) he secured a place on the Committee on Commerce which was deemed one of the most important committees. During his first term he had secured fairly liberal appropriations for the rivers and harbors of his district, and a

place on this committee was especially desired by him for the interests of his constituents. His services on the committee had been such, and the changes in the House were such, that when the Forty-first Congress assembled Mr. Sawyer might have aspired to the chairmanship of that committee, but the Speaker (Mr. Blaine), after consultation with Mr. Sawyer and with his ready consent, appointed Mr. Dixon of Rhode Island, chairman, and Mr. Sawyer second on the committee. Mr. Dixon was soon taken sick and was absent most of the time, and left Mr. Sawyer the acting chairman during the term.

When the Forty-second Congress met on the 4th of March, 1871, the right of Mr. Sawyer to the first place on the committee was conceded. Without his consent the speaker would not consider any other man for the place. Mr. Shellabarger, of Ohio, who had been an able and influential member several terms, had not been a member of the Forty-first Congress, but was returned to the House in 1871. He had taken a very able and distinguished part in the debates of the Thirty-ninth Congress on the President's reconstruction policy, and had a national reputation as one of the leaders of the Republican party. It was insisted by his friends that he should be given a prominent place. Mr. Sawyer's magnanimity came to the rescue of the speaker. He advised the appointment of Mr. Shellabarger as chairman of the Committee on Commerce and took the second

place. Mr. Shellabarger was in poor health and physically unable to do committee work, and, again, during nearly the whole term Mr. Sawyer was the acting chairman of the committee, of which another man figured as chairman in the Record. Mr. Shellabarger sent his resignation to the committee, but, on Mr. Sawyer's motion, it was not accepted. If it had been, it would have left Mr. Sawyer chairman.

While so acting at every session, it became his duty to report and take charge, in the House, of the river and harbor appropriation bills. These bills had usually been the subject of much criticism and discussion in Committee of the Whole, and the chairman of the committee usually had many questions and objections to answer. Sometimes the bills had to be laid over and their passage imperilled by the pressure of other matters.

Mr. Sawyer's bills were prepared with great care and labor. The items were scrutinized closely by his committee before they were admitted, and when reported, he desired to see them through. In 1871 he adopted an experiment which had never been tried with such a bill. He knew that he had the confidence of the House, not only in his integrity, but in his industry and judgment. With his printed bill and report he made his explanations in advance to such members as he deemed it necessary, and upon a favorable opportunity he arose and moved that the rules be suspended and the River and Harbor bill taken from the serial file and passed.

"What does that gray-headed old fool think he can do? He can't get twenty-five votes for his motion," said Mr. Beck of Kentucky, to a Wisconsin Democratic member.

Upon the call of the roll, however, the motion was carried by a vote of nearly three-fourths of the House.

A new departure like this upon a bill appropriating six or seven millions of dollars, and consisting of a great number of items, is conclusive evidence of his influence among his fellow-members, and their confidence in him.

When the Forty-third Congress assembled in 1873, the magnanimity of Mr. Sawyer was subjected to a test more severe than ever before. He had served six years on the Committee on Commerce. For four he had performed successfully and satisfactorily the duties of chairman of that committee. It was one of the honorable positions in the House which was coveted by able and aspiring men. By right of his services and the usage which was almost unbroken, he was entitled to be named as chairman. He had resolved to leave the House at the close of that term, and desired and expected the honor as well as labor of the position for that last term. To retire without it might seem almost a slur upon his standing as an old member.

In making up the list of committees to be announced, the Speaker (Mr. Blaine) placed his name first on the Committee on Commerce without solicitation and as a matter of course and of right. Before the list was completed an exigency arose which for the time



threatened seriously to embarrass the Speaker and endanger the harmony of the Republican party in the House. The friends of Hon. Wm. A. Wheeler of New York (afterward Vice-President), demanded for him a prominent position. Twenty-three Republican representatives from New York, united in demanding the chairmanship which by right and usage belonged to Mr. Sawyer. Such a demand from the greatest commercial state was ominous. Mr. Blaine would not yield to it without Mr. Sawyer's consent. The situation was critical—friction and ill-feeling was likely to result—and Mr. Sawyer saw in it the danger that not only the Speaker's influence but his own, might be impaired by the feeling that would follow. Magnanimity had added to his influence before. After full reflection he went to the Speaker and consented to take his old place as second on the committee, and that Mr. Wheeler should be appointed as chairman.

Meeting Mr. Wheeler soon after, Mr. Sawyer told him that he would be so appointed.

"Mr. Sawyer, I will not accept it," said he, "it belongs to you."

"But it is with my consent," he replied.

The men clasped hands and Mr. Wheeler and his friends were thereafter fast friends of Mr. Sawyer. Mr. Blaine was relieved from a painful and embarrassing position.

It is not strange, therefore, that Mr. Blaine should think that he deserved "to be ranked among the best of

men." In a letter to Mr. Sawyer (which was published at the time), he supplied fully the "superlatives" which his book omits in eulogy and praise of Mr. Sawyer's character and magnanimous conduct. Many wondered how Mr. Sawyer, who made no speeches acquired so much influence in Congress. To those who have known him intimately the reasons were obvious.

Mr. Sawyer held his former position and was placed at the head of the Committee on Pacific Railroads.

With the work of those two committees on his hands and the numerous wants of his constituents to look after he was a busy man.

With every new administration the army of office seekers, which never needs a draft to replenish it, advanced upon the national capital and he could no more escape the pressure than others. His heavy correspondence was always examined, and every letter was answered that required it.

Faithful and attentive as he was to his duties as a legislator, he found or made time to look after the interests of the humblest of his constituents, who needed his aid. His district had furnished its full quota of men for the army, and the claims for back pay, bounty and pensions were numerous. When such claims became entangled in the red tape of some bureau, or suspended for want of some required affidavit, impossible to obtain, it was only necessary to satisfy him that the claim was just to secure his energetic



assistance. He became a familiar personage in the departments, where he inspired the same confidence, as among his colleagues in the house. Thus he was enabled to assist many a disabled soldier, many a poor widow and many an orphan child successfully.

So he voluntarily retired from Congress after ten years of hard work, honored, respected and esteemed by those whom he had served, and those who had been in the public service with him, and with a reputation, unassailed by any breath of calumny, which might be fairly termed a national reputation.

A frank and generous demeanor toward his fellow members of all parties, which was a part of his nature, doubtless had much influence upon his popularity among them. On three occasions when he had drawn seats among the best in the house, he had voluntarily exchanged with members who had been less fortunate. Once he had done this with Gen. Halbert E. Paine, of Milwaukee, who had lost a leg at Port Hudson. Once he had done so with Gen. Garfield, who, as one of the leading debaters, needed a seat near the Speaker's chair. Such acts of courtesy and kindness are not forgotten by such men.

With the members of the other party he was genial and friendly and his measures received no opposition from them because of political differences.

Beck, of Kentucky, and he had a jolly laugh together over his first success in passing a River and Harbor bill under a suspension of the rules.

Mr. Blaine truly classed him as a popular favorite.

On the 4th of March, 1875, Mr. Sawyer voluntarily assumed the role of private citizen, with a feeling of relief. He had been emphatically a *working* member of Congress for ten years, and his share of the work being so largely of a kind which required constant investigation of facts and study of details, was perhaps growing irksome in some degree. Whatever of honor and distinction it could confer, he had attained. He could count many friends among the highest and most honored in the land. His private affairs had continued prosperous, and his age—then fifty-nine—would have justified him in retiring from active pursuits, had he desired it. But activity was a part of his nature.

In 1876 the West Wisconsin railroad running from Tomah to Hudson, Wisconsin, was financially embarrassed and mortgages on it were foreclosed.

Mr. Sawyer, with some New York and Chicago capitalists formed a syndicate and purchased it. The old bond holders were fairly treated. They were offered the option of fifty per cent. of their bonds in cash, or their face in new bonds, one half secured by mortgage on the road and one half by mortgage on a land grant which had been made to it years before; some took the cash, more came in and took the new bonds, which subsequently became worth a premium. Some refused to do either, and after a full report and contested accounting in open court, re-

ceived what the accounting confirmed by the court gave—about twenty-six per cent. of the par value of their bonds.

The reorganized corporation purchased the North Wisconsin Railway, of which he was made president. They afterwards acquired the St. Paul and Sioux City lines and connected four weak and struggling corporations into one strong one, known as the Chicago, St. Paul, Minneapolis & Omaha Railroad Company.

Of this company Mr. Sawyer was vice-president and a director and member of the executive committee until 1880, when he severed his connection with it and prepared to make a trip to Europe with his family.

An incident connected with the purchase of the North Wisconsin railway by Mr. Sawyer and his associates, illustrates the same generosity of character which marked his dealings in his private business. The new organization, of which he was president, had purchased the bonds of the old corporation with five years unpaid interest coupons attached, for fifty per cent. of the principal. Of course the stock of the old company was valueless.

The town of New Richmond, St. Croix county, Wisconsin, had issued its bonds for \$12,500 to aid in the construction of the railroad, and exchanged them for stock in the company. Two other towns had taken \$6,500 each of the stock in exchange for their town bonds. The three towns thus held \$25,000 of worthless stock and were in-

debted to that amount on their bonds.

Mr. Sawyer, who owned one-fourth of the stock in the new corporation, submitted to the board of directors the proposition to purchase the bonds of those towns and surrender them in exchange for the stock in the old company held by the towns.

Through his influence the directors authorized him to make the purchase and exchange. The towns were solvent and, at nearly their par value, he purchased the town bonds and surrendered them to the towns, thus relieving them from an indebtedness which was, at the best, a heavy burthen for those sparsely settled towns, in a backwoods region, to carry.

In the construction or reorganization of railroads, such an instance stands unique and alone. No legal obligations existed—no moral obligation, as moral obligations are usually understood. But Mr. Sawyer believed that with proper management the railroad could be made a good investment (as it proved to be), and with a magnanimity which few would have shown under the circumstances, resolved to relieve the people of those towns from this burthen.

When Mr. Sawyer retired from the House of Representatives he did not expect to re-enter public life—certainly not in the capacity of a legislator.

The term of Hon. Angus Cameron as United States Senator, was to expire March 4, 1881. It was understood that Mr. Cameron would not be a candidate for re-election. Early in 1880 many of

Mr. Sawyer's friends and leading Republicans in the state began to solicit him to become a candidate for the place. As spring advanced into summer, the solicitations became stronger, and he began to be generally talked of as a candidate. He had done nothing, excepting urge objectionable privately to his friends. He had resolved in his own mind that he did not desire to be Senator. The time for departure for Europe was approaching, even passage engaged from New York for himself and family. His intention was to write a letter from New York declining to be a candidate, and then sail away, beyond the reach of further solicitations. In this frame of mind he was at Milwaukee one day, and learned that somebody—some candidate or friend of some candidate—had publicly made some derogatory remarks—uttered some boast, that, if a candidate, he was already beaten;—intimated that his influence among the people of the state was on the wane. Then leading influential men of his party beset him again, when, perhaps, the report he had heard was rankling in his mind. There is no man, who has for a long time filled a large place in the public confidence, who is not sensitive if its continuance, is openly questioned by those with whom the wish is father to the thought. He yielded, and, instead of returning home as he intended, went to Chicago to see his son-in-law, Mr. Wm. O. Goodman.

"Will," said he, "the family are going to Europe in a few days. Your

wife is going. You or I must go with them; and I am not going."

The law provides for the election of United States Senators by the state legislature. The custom has long ago become a part of the unwritten law, that members of a state legislature, of a predominant party, are nominated in local conventions, largely upon the issues between rival candidates for the Senate, when a Senator is to be chosen.

When the Wisconsin legislature of 1881 met, and the Republican members assembled in caucus to agree upon a candidate, Mr. Sawyer was found to be the choice of a large majority, and, in January, he was elected Senator for six years from March 4, 1881.

In January, 1887, he was re-elected without opposition in his own party, for the term he is now serving.

Mr. Sawyer took his seat as Senator in the Forty-seventh Congress. He had been six years in private life, but he met, in both Senate and House of Representatives, many of his former friends and colleagues. In that Congress he was chairman of a select committee to examine the several branches of the civil service.

In the Forty-eighth and Forty-ninth Congresses he was chairman of the committee on railroads of the Senate. He was offered a place on the committee on commerce in the Forty-eighth Congress, but the Senators from the Pacific coast desiring a representative on that committee he gave way for Senator Dolph, of Oregon.

The rapid extension of railroads in

the northern part of Wisconsin, and the opening of mines on the Gogebic range, caused new towns and settlements to spring up rapidly in what had been very recently an unbroken wilderness. The establishment of post-offices and mail routes to meet the wants of the rapidly increasing population and business of that part of his state, was important, and in the Forty-ninth Congress he desired to be at the head of the committee on postoffices and post roads, on which he had served four years. The same needs in the northern peninsula of Michigan induced Senator Conger to desire the same position. To Mr. Sawyer,—as he had often demonstrated before,—harmony and cordial good will among his party friends, was more important than any mere personal consideration, and he yielded again.

In the Fiftieth Congress he was appointed chairman of the committee on postoffices and post roads, which position he now holds in the Fifty-first Congress.

Of the committee on pensions he has been an active member since March, 1886, when he was appointed on it in place of Senator Mitchell, the chairman, who was sick, and did not return to do any work in that Congress. Senator Blair, of New Hampshire, acted as chairman during that time.

Ever since the war, the policy of the government towards those who were in any degree disabled in the military service, and their widows and orphan children has been a liberal one, and the

pension list has required large appropriations. Doubtless, through fraudulent and careless testimony, pensions were sometimes granted that were not deserved, and as time passed and the means of procuring evidence strictly within all the rules of the pension laws became more difficult, some defects were overlooked in what upon the whole appeared to be deserving cases. That the government was sometimes defrauded is doubtless true. It is also doubtless true that in many deserving cases it was impossible to procure evidence upon which the examining officers could allow any pension. Therefore private pension bills have often been passed by Congress.

Under the administration of President Cleveland it was said that much more strict proof was required at the pension office. It was not very strange that it should be so, if true. It was not strange if officers and examining surgeons were sometimes appointed whose sympathies were not active in favor of the war, or of the men who suffered in it. Without questioning the motives or integrity of either those men, or their predecessors, it is not difficult to understand why the proportion of rejected claims to those allowed was considerably increased, and the private pension bills in Congress correspondingly increased.

Mr. Sawyer had been always disposed to a liberal policy in the matter of pensions. He had spent much time while a member of the House of Representatives in assisting the claimants



from his state whose claims he believed to be meritorious, to get consideration for their claims and to get them disentangled from technical embarrassments. It was known that if the proofs could not be made complete under the rules of the pension office, and some doubt might exist, yet, if the claim appeared to be honest, and free from suspicion of fraud, he was usually inclined to give the claimant the benefit of the doubt.

In the Forty-ninth Congress as a member of the committee on pensions he examined a large number of claims for pension bills and reported them in the Senate. Readers of the newspapers at that time will perhaps recollect a semi-facetious article in relation to Senator Sawyer's pension bureau. A reporter one day walked into his committee room, and seeing Senator Sawyer and others with three or four clerks, engaged with a large pile of documents, making abstracts or briefs of their contents inquired what was being done. The Senator jocularly replied that they were running a pension bureau, and the bright reporter caught at a topic for an article which was widely copied and read.

It was not mere formal or routine work however, nor was it left to the judgment of clerks. Senator Sawyer examined the abstract of every case he reported. Many cases in which the judgment of an experienced physician and surgeon was required (and there were many of them) were taken to his residence. Dr. Walter Kempster, a scientific and learned physician, was attend-

ing upon Mrs. Sawyer, who was then an invalid, and together they went through and examined scores of such cases in the hours which are usually devoted to social life in Washington.

Of course many cases were examined and rejected, but Mr. Sawyer reported over a thousand such bills, which passed the Senate in that Congress. Some of them failed in the House of Representatives for want of time. Several were vetoed by the President upon information, it was said, that was furnished from the Pension office—some of them in messages couched in language not in harmony with the usual calm and dignified style of President Cleveland's state papers. It would not be surprising if there were—it would be surprising if there were not—some mistakes made in such a mass of such work.

It was stated (from actual computation, it was said) that Mr. Sawyer reported from his committees a greater number of bills in the Forty-ninth Congress than were ever reported by any other Senator of the United States in his whole senatorial career, however long. And the bills reported by him were not often questioned. A colloquy one day with Senator Beck, of Kentucky (who had served with him in the lower House) illustrates the confidence which his character inspired.

In the first session of the Forty-ninth Congress (*Congressional Record*, Vol. 17, p. 4,773, May 21, 1886), when a large number of private pension bills were being acted upon, some question



was raised as to one of them. Senator Blair, of New Hampshire, who was the acting chairman of the pension committee, had the floor; Senator Beck was seeking information in regard to the bill, and Senator Blair's replies indicated that he was not well prepared to give it. The reading of the report of the committee was suggested, and the following colloquy occurred:

Mr. Beck.—“Will the senator advise me who knows anything about it?”

Mr. Blair.—“The senator who has reported the bill.”

Mr. Beck.—“By what senator was the bill reported?”

Mr. Blair.—“The senator from Wisconsin.”—Mr. Sawyer.

Mr. Sawyer.—“I reported the bill. I think it is a just bill. I could not give details without calling for the reading of the report.”

Mr. Beck.—“I am entirely content with any statement the senator from Wisconsin will make.”

Mr. Sawyer.—“I have not reported a single case to the Senate that I do not believe is a just case.”

Mr. Beck.—“There is no man in the Senate whose word I would sooner take.”

Mr. Sawyer.—“I have examined, personally, every one I have reported.”

Mr. Beck.—“This is the first moment I ever heard that the senator from Wisconsin knew anything about it. The chairman of the committee knew nothing of it.”

Mr. Blair.—“The senator is quite mistaken.”

Mr. Beck.—“I do not call for the reading of the report, when the senator from Wisconsin advises me that he has examined the case and it is all right.”

That kind of confidence is not given to members of Congress by political opponents without good reason.

The private and domestic life of Senator Sawyer was a singularly happy life until disease laid its hand upon the faithful partner of his days of humble effort and of eminent success. On the 21st day of May, 1888—forty-seven years after their marriage—Mrs. Sawyer died after a lingering and progressive illness of several years, and this sketch would be incomplete without a passing tribute to the memory of a woman who lives in the hearts and grateful memory of the humble poor, as well as the more prosperous rich. A nature always kind and benevolent, made her from their early days the willing almoner of her husband's bounties. With sympathetic and unostentatious charity she gave with a liberal and generous hand, to ameliorate the sufferings, and relieve the necessities of the unfortunate, and always without any air of patronizing condescension to blunt their sense of gratitude, or display to call attention to their wants or her own benevolence; and always with the knowledge that her own good judgment and wise discretion were the only measure and limitation of her charities which he would require. And when she was stricken with disease there were many sorrowing hearts; and when she

died there were many sincere mourners beside those of her own kindred and household, and among many who had never needed her charity also—for of both her and her husband it should be said the friends of their younger days who were less fortunate, continued the friends of their days of prosperity; and the genial hospitality of their house was as unostentatious as her charities, and as cordial and unaffected when surrounded with the elegancies and luxuries of life as when dispensed amid more humble surroundings. When Mrs. Sawyer died, a good woman—a lady in the best sense, by every impulse of her nature—passed from earth.

They buried an infant son soon after they removed to Wisconsin, and a few years later an infant daughter. Besides his son and partner, Mr. Edgar P. Sawyer, Senator Sawyer has two daughters living—Mrs. Howard G. White of Syracuse, New York, and Mrs. W. O. Goodman of Chicago, Illinois. For the benefit of each of these children he made investments some years ago which would secure to each a comfortable and ample income beyond contingencies.

Mr. Sawyer's liberality as a citizen has been conspicuous in many ways. As Mayor of the city of Oshkosh during two years of the Civil War, his expenditure of both money and time in the effort to fill the quota of the city to avoid the conscription was large, and no claim was made for any reimbursement. Churches innumerable, and educational institutions in his state, have often been the recipients of liberal con-

tributions to their necessities or improvements. The Y. M. C. A. of Oshkosh, was indebted to his bounty for their ability to secure a large and commodious business block in the heart of the city. Generosity to deserving objects has marked his career from the beginning.

Mr. Sawyer is of medium stature, with broad shoulders and an inclination to corpulancy, checked somewhat in later years by a judicious diet;—a man of vigorous frame and usually healthy physical condition, capable of actively supporting and carrying out the plans and ideas of an active brain, and both body and brain under such control that he can usually summon both to perfect rest almost at will. Now in his seventy-third year, his searching, intelligent eyes and his keen and incisive manner, when matters of business, public or private, are presented to him, still indicate the practical sense and judgment and resolute energy which have carried him to a place in the front rank among men.

Here and there, in the course of generations, a man is found who does his life-work so loftily and with such far-reaching effect upon the history of his own and of future times; who rises so far above his fellows by the force of a great genius and the inspiration of a great occasion or opportunity, that he finds and fills a niche in the temple of fame. Many, through some special brilliancy, or eccentricity, or daring, climb or leap upon the unstable pedestals of notoriety and pose briefly for the admira-

tion and applause—or hatred—of men, and soon give place to the next, like the occupants of a barber's chair.

But the solid work of the world—the work which leaves its impress on the future, which shapes institutions, embodies the ideas of great thinkers in concrete forms, gives life and energy and growth to nations, and binds the good of the past to the future, trimming and scarfing off the obsolete and the temporary with conservative but steady hands;—this work is not done with a shout and a flourish of trumpets. It is done by the industrious sagacious men—the men of common sense. And as the material interests of society become more complex, the work for such men increases. While the thinker and philosopher is mostly framing new expressions for old ideas, now and again, perchance, throwing out a new idea or suggestion, like bread cast on the waters, which, if it is bread, will return, and if it is not, is but a bubble on the surface, the workers are carrying along the interests from which come the supplies for the human wants of human beings.

Mr. Sawyer's place has always been among the workers; but by reason of those rare qualities, which give influence and leadership to a few, it has proved a conspicuous one; and along the way by which he has attained to it, no calumny born of malice, nor any investigation in the interest of public morality, has left any blot or smirch upon his name.

Along the lines of public life, or private enterprise, the meed of fame is

almost or quite unattainable in our day, unless some especially great opportunity gives scope for the display of great talent or genius; but the way to an honored and honorable place among men is always open to self-denying industry, determination and endurance, guided by intelligence. Such pre-eminent success in that way as has been achieved by him, is doubtless beyond the reach of most men, and was far beyond his most sanguine ambition in early life. But the rule, "To him that hath, shall be given," in mundane affairs, is subject to the condition that what a man has, of brain and intelligence, shall be used to the best advantage that he may use them. That Mr. Sawyer did this from the beginning, and that nature had so largely endowed him, are the causes of his success.

The education of books and schools may be—often is—a help; and it may be—and sometimes is—an incumbrance. Such education as a means is often very useful. Preserved as an end, or as a cross-road to success which cannot be reached by any cross-roads, it is useless.

The education of experience in the practical affairs of life, and of clear and keen observation of men and events, is the kind of education that has assisted Mr. Sawyer;—a progressive one that has aided him step by step in every stage of his career to a position of such influence as few men achieve, and a place in the respect and esteem of his contemporaries which entitled his name to be recorded among the honorable ones of his generation.

GEORGE GARY.

## EDITORIAL NOTES.

THE series of papers from the pen of Hon. John Hutchins, now appearing in these columns, —to be published by Mr. Hutchins in book form when completed—give to this generation a view of the actual attitude of the North and South that no retrospect of a general character could supply. Mr. Hutchins, in this preliminary portion of his proposed history of the two War Congresses, does not attempt to speak for the leading actors in those dramatic days. He wisely allows them to speak for themselves, taking a paragraph here and there from the most important speeches, and lighting up the scene with all the power of the original flashes of wit, of temper, of sectional animosity and political fear. The events of those days made a deep impression upon the mind of Mr. Hutchins, who was a member of the House from the famous Giddings-Garfield district of Ohio, and he can be relied upon to select the wheat from the chaff in his winnowings from the great verbal mass of the *Congressional Record*. His impartiality can be relied upon, for, like Pryor, Lamar and others who had a part therein, he has won discretion and fairness with gray hairs. Later in the series, Mr. Hutchins will speak less in quotation marks, and show some of the inner work of a time of which much can be written without telling all that is as yet untold.

THE historic town of Phelps, New York, celebrated her centennial anniversary on June 19, in an appropriate manner. The exercises were to be held at Redfield Park, but, owing to a severe rainstorm, they were held in the Presbyterian church. The Rev. A. Titus, of Towanda, Pennsylvania, gave the historical address. Lieut.-Gov. Jones unveiled the \$1,500 monument recently erected, of fine Quincy granite, twenty-five feet high. Hon. Hanford Struble of Penn Yan, Hon. Wm. Marvin of

Skaneateles, Hon. Richard Marvin of Jamestown, Judge James C. Smith of Canandaigua, Hon. Buren R. Sherman, ex-Governor of Iowa, and formerly a Phelps boy, and J. J. Robison of Ohio, each made short speeches. There was a fine parade in the afternoon, composed of visiting and home fire companies, old residents in carriages, with an industrial display, etc. Among the old residents was Mrs. Cowder of Rochester, 102 years old. A fine display of fireworks closed the festivities of the day. The settlement of the town was made May 14, 1789, by John Decker Robison, but the celebration was deferred until the 19th of June, to give more time to complete all necessary arrangements.

A PRESS dispatch from Philadelphia, under date of July 4, contains interesting information of a purpose that many will wish success. It declares that the Governors of the thirteen original states, who were in Philadelphia in September, 1887, during the time of the Constitutional centennial celebration, have held several conferences for the purpose of devising some plan to commemorate in a fitting manner the great events in the history of the United States in the first one hundred years of American Independence. It was agreed that the best method would be to secure from Congress a return of the sum of \$1,500,000 loaned by the Government to the Centennial Commission in 1876 and afterward returned by that body to the Treasury, the money to be used for the erection of a memorial in Fairmount Park, in that city. A meeting presided over by Gov. Beaver was held in Independence Hall, where Congress first assembled; at which representatives of the thirteen original states were present. A committee was instructed to prepare a bill, to be presented to Congress at its next session, asking that the \$1,500,000 be given



back, to be used for the purpose indicated above.

THE American Ambassadors, Benjamin Franklin and Silas Deane, were received by King Louis XVI., of France, and his Queen, one hundred and eleven years ago, on March 22: and on the following day the Russian Count Tschernscheff, found on the top step of the entrance to the royal palace in Versailles, a letter addressed to M. de Sartines and signed by Mme. de Lamballe. Tschernscheff took the letter home with him, read it, and sent a copy of it to his sovereign, Katherine II., of Russia. A late number of the *Revue Nouvelle* contains the letter. Mme de Lamballe wrote thus: "This morning I was at the Queen's levee, which, on account of the presence of the American Ambassadors, was frightfully long. I have such a headache that I would not write did I not know how anxious you are to know how we liked the gentlemen from America. Well, so, so, la, la. You have the Countess Jule and me to thank for even this much. It cost us no little trouble to get the Queen into the mood to hear them. Unfortunately Mme. Bertin had been with her, and you know how unfavorable to the interests of the modistes the war with England is. Mme. Bertin had poked so much fun at the American Ambassadors that, when they entered, she could hardly preserve her dignity and a straight face. And I do not wonder much at it. They were, in fact, wretchedly dressed. There was nothing distinguished about them. We described to the Queen in vain the simplicity of the costumes of these people and their prejudice against all forms. 'Say what you will,' answered the Queen, 'they do look somewhat like *canaille*.' We laughed at this and she regained her good humor, which she had lost on account of these barbarians. But, I beg of you, spare our decorum, and send us your clown when they come again, so that we may not break down entirely. The Countess Jule and I promise you to do our best to cure the Queen of her prejudice." After copying Mme. de Lamballe's letter Tschernscheff returned it anonymously to

M. de Sartines, who was so provoked by its loss and by the mysteriousness of its reappearance that he offered the police a reward of 10,000 francs for the discovery of the finder. His curiosity was never satisfied. Tschernscheff's sovereign was so pleased with his cleverness in handling the letter that she sent him her picture and a \$2,000 snuff box. In her next letter to him she intimated that Marie Antoinette seemed to be doing a great deal of laughing, and that "she laughed best who laughed last." These statements are given on the authority of the *Revue Nouvelle*.

THE monument to Capt. John Mason, called the "Defender of New England," was unveiled on June 26, at Mystic, on Pequot Hill, the site of the old Pequot fort. The statue is of bronze. It was erected through an appropriation by the State Legislature, and was turned over to the New London County Historical Society, and the design and site were selected by ex-Mayor Simmons, of New London, and R. A. Wheeler, of Stonington. The pedestal is eight feet high, and the statue represents a fighting Puritan of heroic size. It is very imposing, and from it can be seen three states and four counties, twenty islands, and seven light-houses. Capt. Mason's claim to this honor is due to the fact that when the population of the Connecticut colony was only two hundred and fifty, and the hostile Pequot Indians, after reducing the number, were resolved upon murdering them all, Mason and his seventy men, aided by Uncas and a small band of Mohegans, marched on the Pequot fort, containing over seven hundred Indians—nearly the whole tribe—burned it and slaughtered all but seven, and virtually put an end to Indian barbarity, and opened the way to forty years of peace in New England.

THE village on the occasion of the unveiling, was gayly decorated and the people vied with each other to entertain the visitors. At 11 o'clock a special train arrived with Gov. Bulkley and staff, who were escorted by the Governor's foot guards to Pequot Hill, where the



formal exercises took place. Charles E. Dyer, chairman of the Commission, called upon the Rev. Charles J. Hill, of Stonington, to offer prayer. Mr. Dyer then turned the statue over to the state authorities in a brief speech. The Governor in his speech of acceptance said: "Memorials hastily erected to commemorate patriotic deeds or distinguished services are not always the best evidence of gratitude of a nation or of a state. The records of services which are intended to recall the history of a nation, transmitted from one generation to another, recounting the unselfish devotion, the self-sacrificing, patriotic zeal of her children, constitute a broader and higher ground from which to form a judgment of the men and scenes of the times in which they were participants. We have met here to-day, after a lapse of two centuries, to recall to our minds a man so prominently identified with the history of the little colony which has developed into the broad state of Connecticut that his acts and deeds have survived these centuries, and have become a part of the history of the state. A grateful people directed this memorial statute to be erected here amid scenes where Major John Mason was the leader. The skillful hand of the designer has well displayed in silent bronze the brilliant, daring Indian fighter. Mr. President, on behalf of the state, I accept the charge of this monument, and extend hearty thanks for the fidelity with which the Commission has discharged its trust."

ISAAC H. BROMLEY then delivered the oration. He reviewed the life and character of the "Defender," and gave a brief insight to the troublous times in which he lived, closing with this tribute to his memory: "There is no manlier or more heroic figure than this in all our colonial history. As pioneer, soldier, statesman, we cannot too greatly honor his memory. So here to-day, on the spot where, in the crisis of New England's fate, his unshrinking courage and decisive action determined the destiny of our unborn nation, we raise the figure that perpetuates in lasting bronze the deliverer of New England. But, could the dead eyes be en-

dowed with life and the mute lips clothed with language, looking out upon the peopled continent and reading that wide tribute to his fame, he might well say: Let this be my monument! *Exegi monumentum aere perenneus.*" A poem by Thomas S. Collier followed, and the exercises closed with the benediction.

In his article upon the Chicago Republican National Convention of 1860, published elsewhere in this issue, Mr. Errett speaks of the influence of the "rail-splitting" episode in Lincoln's life, upon the convention. On July 1, 1889, "Old John Hanks," as he was called in his home neighborhood, and as he will be remembered in history, ended a career that had already extended over eighty-eight years. It was Hanks who furnished the rails that made so dramatic an entrance to the Decatur convention hall; rails that Lincoln had once split upon his farm, and arousing the enthusiasm of Lincoln's friends to fever heat. In the campaign that followed, Hanks, who had been a Democrat all his years, spent a large amount of money and the greater share of his time, in electioneering for his ex-employee; giving one barbecue upon his farm, at which he fed over three thousand guests. He died at his farm, near Decatur, Illinois.

In the death of Mrs. Lucy Ware Webb Hayes, wife of ex-President Rutherford B. Hayes, which occurred at her home in Fremont, Ohio, on the morning of June 25, the country loses a woman whose life has brightened and adorned every station of life she has been called to fill, from that of centre and light of a modest young lawyer's home, to the highest social station of the land, as mistress of the White House for four years. She was born in Chillicothe, Ohio, the daughter of Dr. James Webb, a well-known physician of his day and environment. She became the wife of Gen. Hayes in 1852. Her life from the beginning of the war, during which she labored incessantly for the good of the soldiers in the field, until her death, has been passed in the public view, and although there were many who criticised

some of the social reforms she attempted to introduce in Washington, there were none who withheld praise for her noble womanhood, and high Christian character.

THE death of Mrs. Hayes and that of Mrs. Tyler leaves but six ladies who have occupied the high position of mistress of the White House,—Mrs. James K. Polk, Mrs. Johnson (Harriett Lane), Mrs. U. S. Grant, Mrs. J. A. Garfield, Mrs. Grover Cleveland, and the widow of Col. Robert Tyler,—a son of President Tyler,—who presided at the White House before the President's marriage to Miss Gardiner.

THE address of Louis R. Ehrich, of Colorado Springs, upon "A Colorado National Park," which appears in this number was delivered Tuesday, the 12th of July last, at the Glen Park Assembly, the "Chautauqua of the Rocky Mountains," held near Palmer Lake. It was "Forestry Day." There were other interesting speakers; Col. Edgar T. Ensign, Forestry Commissioner of Colorado; Mr. G. H. Parsons, of Colorado Springs; Mr. A. E. Gipson, of Greeley; Hon. J. Sterling Morton, Ex-Gov. of Nebraska, originator of Arbor Day in America. We bespeak for Mr. Ehrich's communication a careful reading, as a literary production, a rare piece of word-painting, and in behalf of the subject of which it treats it is a matter of great importance, especially to succeeding generations—"Posteritism"—to use Mr. Ehrich's happy phrase. It is to be hoped that Congress will act promptly, not only in the instance specially commended by Mr. Ehrich, but generally in all matters affecting the conservation of our national forests. Colorado, as the Parkland of the nation, has in Mr. Ehrich a gentleman whose observation in other lands, æsthetic tastes and literary abilities, render him her special representative and champion in the matters which his pen so graphically places before our readers.

FOLLOWING close upon the death of Mrs. Hayes, comes that of Mrs. Julia Gardiner Tyler, second wife of John Tyler, who passed

from this life at the Exchange Hotel, in Richmond, Virginia, from the effects of a congestive chill, on July 10, 1889. She had been at the hotel since the preceding Sunday evening, having come from a visit to her son, Lyon G. Tyler, at Williamsburgh, and was to have left Richmond Monday on a visit to another son, on the James River. Tuesday at 11 o'clock she was taken with a chill. Dr. Edward McGuire was sent for, and he was joined by Dr. Hunter McGuire, but medical skill proved of no avail, and she died at 5:15 o'clock in the afternoon. Mrs. Tyler leaves four children, Lyon G. Tyler, president of William and Mary College, Virginia; Gardiner G. Tyler, who lives in Charles City county, Virginia; Dr. Lacklan Tyler, of Washington City, and Mrs. William Ellis, of Montgomery county, Virginia.

MRS. TYLER was born on Gardiner's Island, near East Hampton, New York, in 1820. She was educated at the Chegary Institute, this city, and after a short time spent in travel through Europe, she went to Washington with her father, David Gardiner, in 1844. A few weeks after their arrival they accepted an invitation from President Tyler to attend a pleasure excursion down the river, which took place Feb. 28, on the war steamer *Princeton*. The festivities on that occasion were sadly marred by the explosion of a gun on the vessel, causing loss of life. Among those killed was Miss Gardiner's father. His body was taken to the White House, and Miss Gardiner was thrown a great deal into the society of the President owing to the peculiar circumstances attending her father's death. President Tyler's first wife had died shortly after he entered the White House, and the President paid Miss Gardiner marked attention, which resulted in their marriage in New York city, June, 26, 1844. For the succeeding eight months of President Tyler's term she presided over the White House with tact, grace and dignity. After the 4th of March, 1845, Mrs. Tyler retired with her husband to the seclusion of their country place, "Sherwood Forest," on the banks of the James River, Virginia. She remained in Virginia until after the civil war, her husband having died in the second year of the strife, and then went to reside at her mother's residence on Castleton Hill, Staten Island. After several year's residence there she removed to Richmond, Virginia, where she died.

## AMONG THE BOOKS.

"A MANUAL OF HISTORICAL LITERATURE: comprising Brief Descriptions of the Most Important Histories in English, French and German; together with Practical Suggestions as to Methods and Courses of Historical Study. For the use of Students, General Readers, and Collectors of Books." By Charles Kendall Adams, LL.D., Professor of History and President of Cornell University. Published by Harper & Brothers, New York.

This, the third edition, revised and enlarged, of President Adams' admirable work, brings the subject down to the present date, embracing all the main historical works of recent years. It has filled already an important place in historical literature, and that field of usefulness will be now widened and enlarged. The aim of the author has been, as we learn from his own words, "to provide a book such as would have been of most service to me when, as a university student, I was reading in various directions for help in carrying on my historical studies." In his attempt to supply that want he has held in mind two purposes: To furnish, as best he could, such information about the most desirable books as the historical reader and student is likely to profit by; and to suggest the proper methods and order of using the materials so indicated. The high reputation the work has already attained, the attention that has been bestowed upon it, and the publishing of yet another edition, are sufficient guarantee that his ambition and purpose have by no means miscarried.

"MEMORIAL TO HONORED KINDRED." By Charles W. Darling.

We have on several occasions made mention of this volume, which Gen. Charles W. Darling, secretary of the Oneida Historical Society, has had in preparation; and now that it has come to hand, one cannot but confess that it is all in

the way of a memorial that even Gen. Darling's reputation as a careful and exact historian and biographer, would lead us to expect. It is a beautiful and thoughtful memorial to those who have gone before—to the Darlings, the Pierrepoints, the Haynes, the Chaunceys, the Danas, and others who are a part of the designated ancestral line; and, incidentally, much of general history may be found within its covers. Several fine illustrations adorn the work.

"EDUCATION IN THE UNITED STATES: ITS HISTORY FROM THE EARLIEST SETTLEMENTS." By Richard G. Boone, A. M., Professor of Pedagogy in Indiana University. (In the International Education Series.) Published by D. Appleton & Co., New York.

Sufficient has, perhaps, been said in all quarters as to what education has done for the American people, but by no means has enough been written of the means by which this general enlightenment came to be; of the men who laid this sure foundation under the republic; of the evolution by which all the light of today has come. Professor Boone has realized this fact, and out of deep study and extended research, has added another to the few histories of the American educational systems we now possess. While he has produced a work of value to the general student he has still kept within the limits of the series of which the work is a part,—and the result is "a text-book, suggestive of lines of thought for the teacher, and sources of information." "One constant aim," the writer adds, "avoiding mere description on the one side, and personal criticism on the other, to exhibit faithfully the development of contemporary institutions, and educational forces, with something of their national setting."

The ground is very fully covered,—from the earliest schools of the colonial period, through

the colonial colleges and school system; two chapters upon the schools of the Revolutionary period; and very extended accounts of all the forms and features of educational development from that day to this. Very deep research has been required, and to that the author has added an earnest appreciation of the magnitude of his work, and a purpose of fairness and historical accuracy. Whether in the school, the college or general library, the book will prove its usefulness, and, perhaps, incite others to more detailed investigation in a field too long neglected.

"AN INTRODUCTION TO THE LOCAL CONSTITUTIONAL HISTORY OF THE UNITED STATES. VOL. I, DEVELOPMENT OF THE TOWNSHIP, HUNDRED AND SHIRE." By George E. Howland, Professor of History in the University of Nebraska. Published by the Publication Agency of the Johns Hopkins University, Baltimore. Extra Vol. IV. in the Johns Hopkins University Studies in Historical and Political Science, Herbert B. Adams, Editor.

In speaking of this work, one does not know which to most admire—the industry shown in the continued and painstaking collection of materials from a myriad sources, or the order and system with which the gathered mass has been arranged. The work finds a place of its own; for the development of local institutions in the United States has never been so clearly and thoroughly treated. The author does not claim the full merit his work has really achieved when he names it merely an introduction to the study of our local constitution; which term we must understand as meaning that his study of the theme does not render unnecessary "the special treatment of the subject for any locality." As a discussion of the theme in its broad and general meaning, he covers the ground with a completeness that leaves little more to be said.

"AN HISTORICAL GEOGRAPHY OF THE UNITED STATES." By Townsend Mac Coun. Published by Townsend Mac Coun, New York.

We have here an historical object lesson, or rather a series of object lessons, that show the geographical evolution of America as no letter press could; as one map follows the other, picturing the changes that have occurred in

the political outlines of America from the earliest days of discovery to the present. In the words of the author: "Historical geography is in the realm of political history. Its province is to draw a map of a country as it appeared after each of the different changes it has gone through, and then point out the historical causes which have led to the changes on the map. This I have endeavored to do, so far as our own country is concerned, in the simplest and shortest way, always employing in each series of maps the same color to represent the same thing, that each step may be clearly traced by the eye." How thoroughly he has covered the field and accomplished his purpose can be best understood from the following description of the maps, and the events they portray:

Discovery: 1474, Toscanelli's map: idea of the West before Columbus sailed; 1516, Leonardo da Vinci's map; 1530, the Sloane manuscript; 1541, Mercator's map; 1550, Spanish exploration of New Mexico; 1566, Zaltieri's map.

Colonial Period: 1606, King James patent; 1609-1626, Virginia company; Council of Plymouth for New England; 1640, foreign claims to the Atlantic slope; 1660, early English colonies; 1664, grants to the Duke of York; 1650 to 1763, French exploration and posts in the Mississippi Valley; 1763, English colonies during the French and Indian War; drainage map of the United States.

National Growth: 1755-1763, Spanish, French and English division of North America; 1763-1783, result of the French and Indian War; 1783, boundaries proposed by France for the United States at the second treaty of Paris; 1783, various lines discussed; 1783, Main Boundary: finally settled by the treaty of Washington in 1842; 1783-1801, result of the Revolution; 1801-1803, Spain cedes Louisiana to France; 1803-1821, result of the Louisiana purchase; 1821-1845, result of the Florida purchase; 1845-1848, the annexation of Texas and acquisition of the Oregon country; 1848-1853, the result of the Mexican War; 1853-1889, the Gadsden purchase and Russian cession.



Development of the Commonwealth: 1775-1783, the original states during the Revolution; 1783, the land claims of the original states; 1787, the original public domain; shows also the land cessions; 1790, United States; 1800, United States; 1810, United States; 1820, United States; 1830, United States; 1840, East half of the United States; 1840, West half of the United States; 1850, East half of the United States; 1854, West Half of the United States; 1861, Civil War. The Southern Confederacy; 1861, East half of the United States; 1861, West half of the United States; 1870, West half of the United States; 1890, West half of the United States. (Shows the new states as such.)

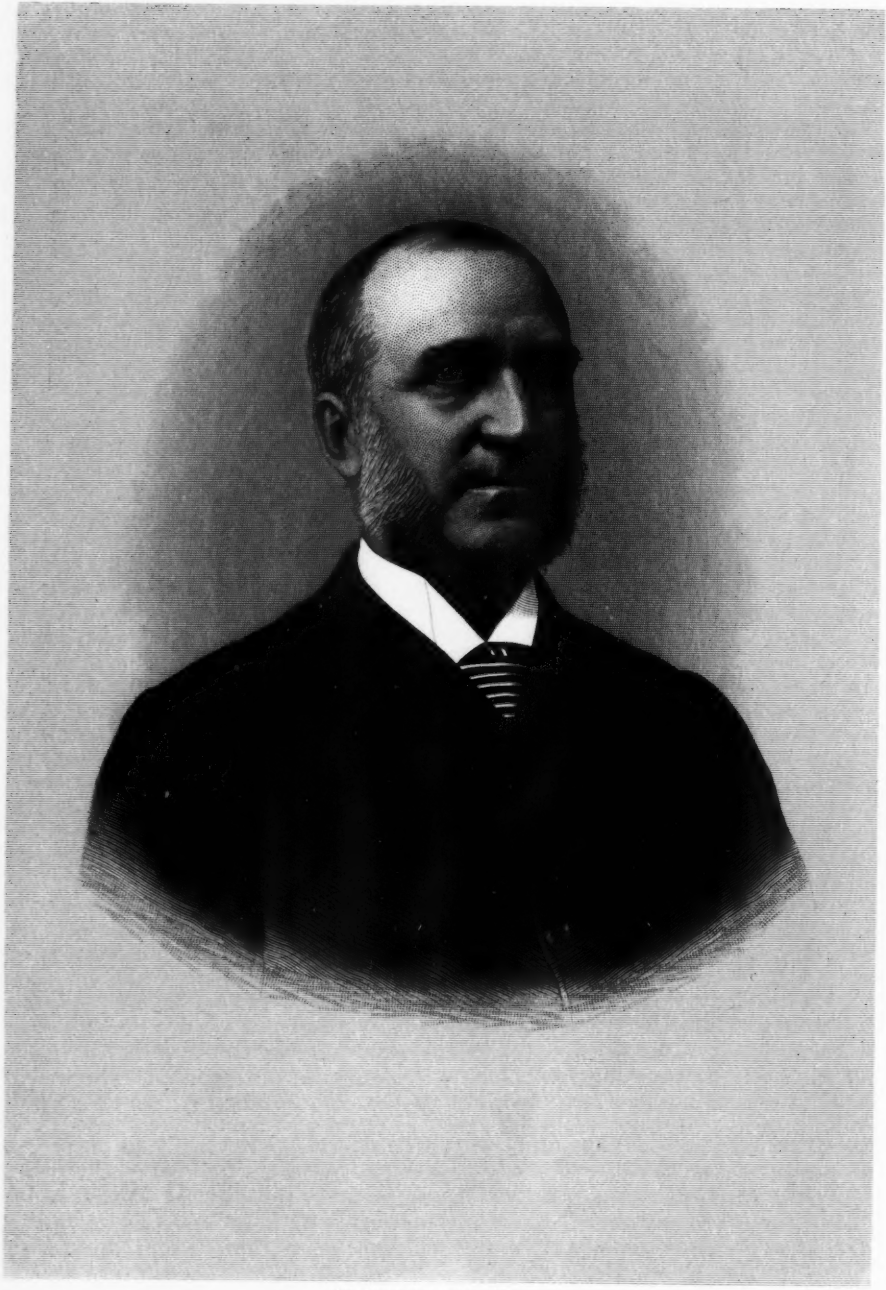
"THE STORY OF VERMONT." By John L. Heaton. (In "The Story of the States" series.) Published by the D. Lothrop Co., Boston.

Between the days of the old French wars,—or from the beginning of the seventeenth century,—to near the close of the nineteenth, lie near three centuries of action, that certainly

do not lack for points of historic interest. Vermont has certainly won her way into the peace and prosperity of to-day by a path of danger and difficulty,—for, "in the brief period since white men first made their homes within sight of the Green Mountains, their lives have been menaced by savages, their lands coveted by robbers clothed with law and power, their families driven forth in terror when invading armies came among them, while decisive battles of three great wars were fought on the lake of their glowing sunsets." Mr. Heaton has followed the story of this, the first state admitted to the new-formed Union, with closeness of detail sufficient to furnish the story in full, and yet not with such minuteness as to detract from the general interest; following in that regard the general plan contemplated for this series. The result is satisfactory on the whole; and there are some inferences and conclusions here and there not present in all the histories of this state. The work is very fully illustrated.







Chauncey M. Depew.